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The alterations this year are unusually heavy
owing to changes incidental to the War.
Hongkong, 16th March, 1915.

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BOUND VOLUMES of the HONGKONG
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is given in the

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with which is incorporated

THE CHINA OVERLAND TRADE REPORT,

Subscription, paid in advance,

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the World

SUPPLIES OF RAW MATERIAL IN GERMANY.

[BY A NEUTRAL CORRESPONDENT OF THE
"TIMES."]

I had an introduction to a well-known professor in a small university town. My object in procuring it was to ask about the general German conception of the war, the state of mind of the people, and its social effects—all matters belonging to his special branch of study. He, I thought, would tell me the truth, because I knew that he has kept his mental balance all through, and has not repudiated his long connection with English scientific men and English thought.

The view now generally taken by the educated classes, he said, is that this is a preventive war—that is to say, a war which would in any case have broken out in two or three years' time, when Germany would not have been comparatively, in so strong a position as she now is. The masses, on the other hand, still hold to the belief, and do firmly believe, that Germany was attacked on three sides, and that England was the real instigator of the attack. The aim of England, they are convinced, was to destroy the power of Germany in order to crush her trade and industry and to get rid of a rival whom she hated and feared.

This belief, added the professor, has been so instilled into the mind of the people that, as far as can be foreseen, nothing will alter their conviction. The authorities appreciate the importance of maintaining this belief, and to this end they manipulate and censor the Press to a degree never before known. Some of the larger German newspapers now publish the official communiqués of the enemy, and are allowed to do so because nobody except a few sceptics puts any faith in them. No doubt many people see through the ridiculous stories and assertions published in the German Press, and disapprove of them, as also of the abuse showered upon the enemy by a large number of serious and comic periodicals. But the masses make no such reservations. Everything unfavourable to Germany—and also to Austria, who is, however, little talked of—is put down as a "lie."

The more I travelled the more accurate did I find the professor's statement to be. The unanimity of popular belief has made it possible to weld the German Empire more closely together than ever before. There is a unity of strength and of purpose, a readiness to bear sacrifice and to retrench in every direction, a willingness to give help wherever it may be needed, that opponents would do well to remember, and to imitate. How often did I hear the exclamation that this or that expense could not be incurred, or that this or that luxury must be dispensed with, "because it is war time." I am not referring to the exceptions, the luxurious restaurants in Berlin, Dresden, Munich, or other cities where little self-sacrifice is to be seen. But, speaking broadly, there is no waste anywhere. Everything is economized. Even refuse is ransacked by volunteers to find fodder, bread, and potatoes that may possibly be turned to account for human food. Mourning and sorrow are hidden. Everywhere love and care for the soldiers are displayed.

The weakest spot in the economy of Germany is evidently in her industrial and commercial situation. The greatest efforts are made to keep up the work of production and distribution. While the small towns and the agricultural districts are depleted of young men, large numbers of able-bodied men of military age are to be seen in the big towns and industrial districts. They are allowed by the military authorities to follow their callings as civilians whenever their work is of importance in industry or trade. Thus business is kept going, though of course with a greatly-reduced personnel. One merchant told me that he carried on his business with five clerks instead of between 50 and 60. This reduction naturally gives an idea of the losses which German business men must be suffering.

RAW MATERIALS.
Despite all these efforts, and notwithstanding the efficiency of German organization, it is undoubtedly true that important raw materials are becoming increasingly scarce. Thus the textile industry of the Chemnitz district is affected by lack of cotton, and the electrical industry by the deficiency of copper and other metals. As far as I could ascertain, there is no real lack of copper or other metal for the manufacture of ammunition. There are considerable stocks for that purpose in the country.

It was not until a fortnight ago that the military authorities ordered an inventory to be made of all the supplies of copper, zinc, and other metals used for ammunition. In the inventory even etching plates and plates for visiting cards and note-paper, in short, copper in any form was included. It was intimated that these objects must not be sold without authority, but that they could be kept and used pending requisition by the military authorities. The measure was chiefly precautionary, as were the bread regulations, which were issued primarily to check speculation and to keep prices down, although they were afterwards turned to account against England's "starvation policy" in the hope of arousing compassion among neutrals.

A famine of raw material cannot fail deeply to affect Germany, however independent and self-supporting she may be able to make herself in regard to food-stuffs. The great German industries will not improbably be reduced to a condition like that of Hamburg, which is today a dead city, in comparison with its former activity. The country is now absorbing and consuming the stored wealth of commodities that cannot be replaced, while production is gradually slackening except as regards materials which are used and destroyed in military operations. Even among manufacturers and business men who regarded the military situation with complacency I found a perception that a great danger is impending which no paper money and no system of home credit can possibly avert.

HATRED OF ITALY.

This was my strongest impression during the last week of my stay in Germany. When the Italian question became acute the uppermost feelings of Germans in official and business circles was not so much apprehension in regard to Italy's military power as fear of the economic and industrial isolation which the intervention of Italy would cause. Officers of high rank assured me that all military contingencies had long been foreseen; but business men understood that, through Italy, Germany has had access to many neutral sources of supply, especially in the two Americas. The possibility of Rumanian intervention inspired similar misgivings. Everywhere I found the palatial offices of the Hamburg-Amerika Line and of the North-German Lloyd reorganized as agencies for Italian shipping companies. With the intervention of Italy the Germans felt that this door, practically the last door, will be closed.

As usual, the Press was kept well in hand, so that its language might not imperil the diplomatic situation. Some journals were even confiscated for writing strongly against Italy. But in private conversation wrath found expression in the most violent language. I heard hard words used against England, and in some cases the "doctrine of hate" was still preached from the pulpit. But I heard nothing comparable with the unmeasured language used against Italy. In this atmosphere of Italianophobia, together with a number of Italian ships filled the train and were hurrying homewards. On the way we met trainloads of Germans coming from Italy. The southern frontier guards were not only strict in the examination of passports and luggage, but were almost brutal. The Italians were kept back for still stricter examination, and were exposed to continual invective from the officer in command.

Between my jovial entry into Germany and this somewhat exciting exit lay the joyous days of the "crushing" victory in the Carpathians, and of the "great victories" at Ypres and elsewhere in the West. My visit ended amid the Italian crisis. Four historic weeks!

THE HONGKONG VOLUNTEERS.

CORPS OFFICERS BY LIEUT.-COL. A. CHAPMAN, V.D.
Private G. E. Fielder joined the Corps on 5th inst., allotted Company No. 1697, and posted to Scouts Company (No. 4 Section).

LEAVE.
The undermentioned are granted leave of absence as follows:—
Sapper G. Best from 4.7.15 to 4.8.15.
Private R. J. Rawlinson from 8.7.15 to 8.8.15.

PARADES.
Parades for Tuesday, 6th instant:—
5.00 p.m. Centre Section M. G. Co.—Company shoot at King's Park Range.
5.15 p.m. The following recruits of Scouts Company—Private A. D. Ball, P. Burn, P. R. Butler, T. H. Chasels, A. David, A. H. G. Jackson, D. Jackson, A. Lamberton, C. F. Mutch, T. S. Nixon, R. A. C. North and C. Wallace. Musketry instruction on Kennedy Road Range. Service Rifles to be carried. Corp. Grimes, R.E., will attend.

5.45 p.m. Civil Service Co.—Lecture at Headquarters.
5.50 p.m. Nos. 1 and 2 Sections Artillery and Left Section M. G. Co.—Company Drill on Cricket Ground.
5.55 p.m. Right Section M. G. Co.—Lecture at Headquarters.
5.59 p.m. Scouts Company—Musketry Exercises and Skirmishing on Cricket Ground.
5.59 p.m. Stretcher Bearer Section—Instruction at Headquarters. All members must attend.

GEN. CLUB HILL, KOWLOON.—
On duty until morning of 10th inst. H.K.V.R.
Next for duty Civil Serv. Co. Officer on duty—Capt. Churchill.
DETENTION CAMP, KOWLOON.—
On duty until morning of 10th inst. H.K.V.R.

Next for duty—Office on duty—
July 10 Scouts Co. Capt. Stewart.
" 11 do. Capt. Hutchison.
" 12 do. Lt. Murphy.
" 13 No. 2 Sec. Lt. W. M. Scott.
" 14 Centre Sec. Lt. Wright.
" 15 Left Sec. Capt. Armstrong.
" 16 No. 1 Sec. Capt. Wolfe.
Orderly Officer 10th to 17th July—Lieut. Longmore.
Orderly Sergeant 10th to 17th July—Sgt. Longmore.

G. E. STEWART, Captain,
Adjutant, H.K.V.R.

VOLUNTEER RESERVE.

ORDERS BY MAJOR WAREHAM, O.C. H.K.V.R.

DETAILS.
PROXYEERS OF WAR CAMP.—GUN CLUB PICQUET.
Tuesday, July 6th.—
Sec. 1 of C Co. Sec. 2, 3 and 4 of C Co.
Wednesday, July 7th.—
Sec. 3 and 4 of A Co. Sec. 1 and 2 of A Co.
Thursday, July 8th.—
Sec. 3 and 4 of B Co. Sec. 1 and 2 of B Co.
Friday, July 9th.—
Sec. 2, 3 and 4 of C Co. Sec. 1 of C Co.
The Guard for Prisoners of War Camp will parade daily at Star Ferry Wharf, Hongkong, at 6.10 p.m.
The Guard for Gun Club Hill will parade nightly at Star Ferry Wharf, Hongkong, at 9.15 p.m.
Orderly Officer—Orderly Officer for the week ending July 10th—Lieut. H. E. B. Hancock.
Orderly Sergeant—Orderly Sergeant for the week ending July 10th—Sergeant Osberry.

G. K. H. BRUTTON, Capt.,
Adjutant, H.K.V.R.

HONGKONG POLICE RESERVE.

PARADES—(CENTRAL POLICE STATION).

Tuesday, July 6th.—Nos. 1 and 2 Platoons, British Company, and Indian Platoon, without Arms, 5.30 p.m. On this parade all men must attend who have not yet been measured for uniform.
Wednesday, July 7th.—Nos. 1 and 2 Chinese Platoons.
(Sgd.) F. C. JENKIN,
D. S. P. (Reserve).

CONSOLIDATED MALAY RUBBER ESTATES (LTD).

YEAR'S DIVIDEND 3½ PER CENT.

The ninth annual general meeting of shareholders of the Consolidated Malay Rubber Estates (Limited) was held recently in the Council Room, Rubber Growers' Association, Eastcheap, London, Mr. J. L. Loudoun-Shand presiding.

The representative of the secretaries (Messrs. Shand, Haldane & Co.) read the notice convening the meeting and the auditors' report.

The Chairman said:—You will well understand that the year under review has been one of great anxiety to directors of rubber companies in the East. On the outbreak of the war, without our having received any warning at this end, our manager cabled to us that banking facilities were suspended, and we were threatened with a crisis which would very soon have created panic among the employees. Fortunately, before long the financial situation to some extent righted itself, and in time things worked as smoothly as formerly.

SHIPPING DIFFICULTIES—THE WAR RISK INSURANCE.
We also had some delay and difficulty in shipping rubber while the German cruisers were roving in Eastern waters, and for a short time the market fell so seriously, owing to the loss of customers and the financial crises which resulted from the war, that we thought it wise to some extent to reduce our output. Fortunately, ships have now for some time been coming forward fairly regularly, and the market has been better than it was before the war broke out. The introduction by the Government of their war risk insurance scheme was a very great aid to shippers, enabling us to insure our produce against war risks at moderate rates. I may mention that we had 32,400 lb. of rubber in the *Trinitas*, which was sunk by the *Enden*, and our rubber found a sad but satisfactory market at the bottom of the sea.

We have also, since the war, had considerable anxiety with our staff. Some of them were members of the National Reserve and were at once called up, and others were determined to come home and offer their services to their King and country. It is extremely difficult to fill vacancies at present, either by obtaining assistants out there or by sending young men from home, but though our staff is to some extent depleted, those that are left are working cheerfully, and our latest reports tell us that all is going well. I am sure shareholders would wish to treat liberally both those who have come home to fight and those who remain at their posts, and who have in most cases extra work thrown upon them. (Hear, hear.)

We are very fortunate in having a medical officer who has gained the confidence of both natives and Europeans, and there has been a satisfactory decrease of the number of cases of malaria. We are also fortunate in having secured the services of an excellent engineer, who keeps all our machinery in good order.

REDUCED COST OF PRODUCTION.
The future prosperity of all rubber companies depends in great measure upon the cost of production. In 1912 our all-in cost was 1s. 10d.; in 1913 it was 1s. 3-0d.; in 1914 it was 1s. 2-4d. The last amount would have been lower had we not curtailed our output, and had it not been for additional expense caused by the war. We last year tapped the trees upon about half our cultivated area, and with the largely-increasing crops we may count upon securing in future years our cost of production should be considerably reduced if we have no unforeseen difficulties or labour troubles. The selling charges, which include freight and warehousing, are more likely to increase than to be reduced while the war lasts.

Our manager's estimates for 1915 are 600,000 lb., and we anticipate the all-in cost will be in the neighbourhood of 1s. While this terrible war cloud is hanging over us it is impossible to forecast the future, but if we realize our estimate, every penny at which we can sell our rubber over 1s. per lb. means a profit of £2,750, which is more than 3½ per cent. on our share capital. You will see from the profit and loss account that the directors took it upon themselves to subscribe 100 guineas to the Prince of Wales' Fund and 100 guineas to the Red Cross Fund, a proceeding which I am sure the shareholders will cordially endorse. I now have pleasure in moving the adoption of the report and accounts, and that a final dividend of 25 per cent., making with the interim dividend 3½ per cent. for the year, less tax, be declared and paid on May 17th, 1915.

Mr. George Gray Anderson seconded the resolution, which was carried unanimously. The Chairman, in proposing the re-election of Mr. F. M. Porcher as a director of the company, said that that gentleman had been associated with the company from the beginning; in fact before the company was formed he was associated with the estate, and a great deal of the success of the company was due to his early work in planting rubber. Mr. Porcher had had great practical experience, and his services were invaluable. At considerable sacrifice he had decided to take a trip out to the property this year. Major A. H. Bagnall seconded the motion, which was carried.

The auditors having been reappointed, The Chairman proposed a vote of thanks to the staff in the East and the agents for the way in which they had looked after the interests of the company.

Mr. Hunter seconded the motion, and it was carried.

A vote of thanks to the chairman, the directors, and the London staff brought the proceedings to a close.

SHOWERS OF FROGS.

GIBRALTAR, May 26.

During a thunderstorm in the vicinity yesterday a cloud belched forth millions of tiny frogs which had evidently been sucked up from a lake 20 miles away. The ground was swarming with them.

DRINK

ALLSOPP'S

BRITISH PILSENER

BEER.

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WHAT OIL do you get? and what do you

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Probably you tell your boy to get just "Oil"

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get

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It is just as easy, and you will be certain to

get something good. Besides, you will pay

less.

THERE IS NO BETTER OIL THAN

"FISH."

Packed in cases. Price \$3.75 per case.

THE BEST OIL FOR ORDINARY HOUSEHOLD

USE IS

"CROWN."

Packed in naked tins without case. Price for

2 tins, \$3.50.

KUI YICK & Co.,

75, Queen's Road West.

Hongkong, 7th June, 1915.

ON SALE.

A TABLE OF THE

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PRICE \$2 CASH.

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HONGKONG GIFTS OF
BIPLANES.

The following letter and its enclosures have been received by His Excellency the Governor from the Hon. Secretary of the Over-Seas Club on the subject of the two biplanes subscribed for by the British and Chinese Community of Hongkong:—

The Over-Seas Club,
General Buildings, Aldwych,
London, W.C.

May 28th, 1915.

Your Excellency.—Confirming our cable of the 26th, the Central Committee desires to acknowledge most gratefully the splendid donation of £4,000 subscribed by the British and Chinese community of Hongkong, for the purpose of presenting two 100-h.p. Gnome biplanes to the Royal Flying Corps, at a cost of £2,250 each.

I am requested to state that we have received full details concerning your Excellency's wishes as to the titles of these two aeroplanes from Mr. Secretary Bonar Law, and I am to add that we are already in communication with the Director of Military Aeronautics at the War Office concerning the presentation ceremony.

We hope to complete the matter next week, and will obtain for your Excellency photographs of the two aeroplanes with their names painted on them, as we think your Excellency may care to show them to some of the subscribers.

I am further to add that the Central Committee desire to express their very deep appreciation of the magnificent patriotism shown by the members of the British and Chinese communities at Hongkong, and to say that they have no doubt the example that Hongkong has set will be very widely followed. So far, five aeroplanes have been presented to our Imperial Aircraft Flotilla, and in view of the urgent need for more aeroplanes, the Central Committee has decided to keep the Fund open as long as the war lasts.

Enclosed I am forwarding your Excellency copies of two letters received from (1) H.M. The King and (2) Lord Kitchener.—I am, etc.,

JOHN EVELYN WRENCH,
Hon. Secretary and Organizer.

His Excellency,
Sir FRANCIS H. MAY, K.C.M.G.,
Governor of Hongkong.

[Enclosures.]

THE IMPERIAL AIRCRAFT FLOTILLA.

LETTER FROM THE KING.

Very considerable interest has been occasioned by the Over-Seas Club's scheme for the formation of an Imperial Aircraft Flotilla. In addition to the Aeroplanes already provided, Gibraltar, Nova Scotia and Saskatchewan have each undertaken to supply an aeroplane.

The King has expressed his interest in the following letter:—

Buckingham Palace,
19th May, 1915.

DEAR SIR.—The King is interested to hear of the generous action of the Members and Friends of the Over-Seas Club in presenting to the Royal Flying Corps an aeroplane, and of their intention to make further similar contributions.—Yours very faithfully,

STAMFORDHAM.

The Honorary Secretary,
The Over-Seas Club.

Lord Kitchener has also expressed his gratification at the success of the scheme, as follows:—

War Office,
Whitehall, S.W.

DEAR SIR.—I am gratified to hear of the prompt response to the appeal issued by the Over-Seas Club to its members and friends in all parts of His Majesty's Dominions Over-Seas which has already permitted the presentation of an aeroplane to the Royal Flying Corps.

I was interested to learn that this aeroplane had been paid for by the generous donations of several thousands of British subjects over-seas, and, as I understand that you are hoping to obtain the gift of an aeroplane from each part of the Empire, I sincerely wish you success in your efforts.—Yours very truly,

KITCHENER.

The Honorary Secretary,
The Over-Seas Club.

The idea is to ask every section of the Empire to provide an aeroplane. Each district which provides £1,500 can have the machine named after it. Full particulars can be obtained from the Over-Seas Club, General Buildings, Aldwych, London, W.C.

HEROIC CHARGE OF 40TH
PATHANS.COLONEL RENNICK'S "NAMELESS
HEROES."

The Times of Ceylon says:—An interesting letter has reached us from Lieut. G. Adams, of Kelani Valley, who left Ceylon with the contingent for Egypt, Mr. Adams, with Messrs. R. J. Thornton, E. G. Hodgson and E. Johnson obtained commissions in the Indian army when they were on the Canal and were attached to the 40th Pathans, when they passed through on their way to France.

This gave them an early opportunity for seeing active service and the following extract from a letter in The Times gives a very good idea of the part they played in an important charge towards the end of April. "The historic charge of April 26th under Colonel Rennick took place in the afternoon (at 2.5 p.m.) not at night as I had been informed. The Battalion was told that 200 yards had to be crossed. The distance turned out to be 600 yards and the men actually arrived within 70 yards of the enemy and then only melted away, because Colonel Rennick and nearly all his officers were killed or severely wounded. Colonel Frank Rennick was shot through the stomach and all traces of him has been lost up to this moment (Sunday afternoon). Captain Waters and Second-Lieut. G. Adams have been brought over to England severely wounded. The training of Indian regiments up to the standard reached by the 40th Pathans is a work only to be accomplished by British officers. The effect in India of the recognition of the 'Nameless Heroes' led by Colonel Rennick and his officers will strengthen the British Raj."

CIGARETTE AND TOBACCO
FUND.FOR THE ALLIED FORCES AT
THE FRONT.

Amount acknowledged to 19th June, 1915 \$5,323.61

Miss B. Walker's List (Continued).—

Murdan	\$5.00
Edith	2.00
Eddie	2.00
Stoney Broke, G.U.S., T.A.H.	3.00
Sundry sums	1.10
Total	13.10

Mrs. H. A. Schmidt	5.00
Sir Robert Ho Tung	30.00
Lady Ho Tung	20.00
Mr. P. Jacks (Further Contribution)	10.00
Mrs. P. Jacks (Further Contribution)	10.00
M. W. H. Carroll	10.00
Mr. F. G. Becke (Contribution for the month of June)	15.00
Mrs. McFarlane (Further Contribution)	10.00
Mr. C. J. Pirie (Further Contribution)	5.00
Sergeant Ingham	1.00
Rev. P. Peatrick	5.00
Total	\$5,457.71

Amount expended \$5,394.75

Balance in hand \$63.96

The subscribers will be glad to hear that a further consignment has been ordered which makes the total to date

1,105,000 Cigarettes and

3,100 lbs. Plug Tobacco.

Several acknowledgments have been received from the Front and from the Trenches. A couple of extracts are appended to show how the goods are appreciated:—

Devon Regt., France.

May 30th, 1915.

Received on behalf of the men in the Platoon the generous gift from Hongkong of Cigarettes and Tobacco with many thanks. It really is very kind of you as much as you are doing in this great war, but I can assure you we are and will continue to do anything in our power to crush the vast enemy we are opposed to. We came out of the trenches last night and were pretty short of a smoke, and it was a Godsend when we received the packages, which I can assure you we greatly appreciate, and we unite in thanking the generous donors.

B. Expeditionary Force.

May 30th, 1915.

I am writing to say how pleased we were to receive your tobacco and cigarettes today. We all join in thanking you for the gift, as at present tobacco, etc., is very hard to get. Your gift was very much appreciated. We are all doing our Country's duty here and giving the German a hot time of it. Things are much better now, especially now that the weather is fine. We have been out here for some time now and can tell many a thrilling tale about the war. Now I must conclude, wishing you all the best of health.

Thanking you again for your kind gift.

GEO. J. B. SAYER,
Hon. Secretary and Treasurer.

LOSS OF THE "ZWEENA."

EXTRAORDINARY STORY TOLD BY
CAPTAIN.

ALLEGATIONS AGAINST MALAYS.

A case which, as a sequel to the loss of the steamer *Zweena*, promises to bring to light some extraordinary evidence as to scenes at the time of the wreck and the behaviour of some of the Malay crew was mentioned in a Singapore Police Court last week. The master of the ill-fated vessel, Captain W. D. McCraith, has laid the necessary information which charges the crew of the *Zweena* with wilful breach of duty by refusing to perform a lawful act in the preserving of the lives of persons on board the *Zweena*. That is, more or less, the legal phraseology of the charge, but the bald facts as given in the information with which Captain McCraith has supplied the authorities, says the *Straits Times*, tell a most remarkable story.

The *Zweena*, it will be remembered, struck the Sincappa reef on the morning of June 8th whilst proceeding from Beelung to Socarabaya. She struck with sufficient force to rip her bottom out and in a very short time she was finished, sixteen people, including three European officers, losing their lives. If what the captain alleges is true those lives need not have been lost. It appears, according to his statement, that, after the vessel had struck, the Chinese carpenter reported that the water was gaining upon them and, as the captain realised, gaining so fast that it was very apparent that the ship was doomed. There was a motley crowd of Chinese passengers on board and the boats were ordered out in good time and loaded with these Chinese. Then he was surprised to discover, about fifty yards off, the ship's lifeboat in which were sixteen of the crew, Malays, and a Chinese. This lifeboat would hold from thirty-five to forty persons, and he at once shouted to the men to return to the vessel and take off those who were left on board. The strange, at any rate, could understand English, and so the men must have been aware of the nature of the orders being issued to them, but, so the captain alleges, they lay on their oars and never so much as lifted a hand in the work of rescue. It was no use shouting to the occupants of the other boats, for they were Chinese and understood no English and, besides, they were totally ignorant on the subject of boats and the handling of them. Indeed, one drifted so far away that the motor launch from the *Vos*, a Dutch torpedo destroyer, which stood by, had to be sent after her. Excellent work was done by the officers and men of the destroyer, but despite all their efforts they were not able to save everybody. Had these men returned, however, so Captain McCraith says, all the people left on board could have been saved. Those on board the *Vos* shouted to them, but they took no notice, and after a while came up alongside the destroyer and went on board with their possessions saved from the wreck.

Bail in \$200 was allowed to two of the accused and in \$100 for the others.

THE DEVONSHIRE PATRIOTIC
FUND.

The following letter has been received by Mr. P. Jacks, Hon. Secretary of the Devonian Society in Hongkong from the Hon. Secretary of the London Devonian Association:—

Sardinia House,
Kingsway, London, W.C.

26th May, 1915.

P. Jacks Esq.,
Law Office,
Law Courts,
Hongkong.

DEAR SIR.—On behalf of this Association, I beg to thank you for your letter of the 22nd April enclosing draft for £20 collected by your Society in aid of the Devonshire Patriotic Fund and herewith have pleasure in handing you the Hon. Treasurer's receipt for same.

A full list of subscribers to the Fund will be published in our next Year-book and I have made a note that a copy of it shall be forwarded to you.

Will you please express to your Committee the thanks of the London Devonian Association for the generous support which they have been good enough to give us for so worthy an object as the Devonshire Patriotic Fund.

The action of your Society will, I know, receive the highest appreciation of Lord Fortescue, the President of the Fund, and of all our friends in the old county.—I am, dear Sir, Yours sincerely,

J. W. SHAWYER,
Hon. Secretary.

HISTORY REPEATS ITSELF.

A writer in the *National Review* reminds us that hundreds of years ago the Germans were a grave danger to England. In the thirteenth century the League of Hanseatic towns became the most formidable trade organisation in Europe. It established itself in London under special guarantees from the King, and, until the whole thing was smashed up by Queen Elizabeth, it enjoyed commercial privileges which strangled the prosperity of the country in many directions. In those days England was a great wool producing country, and the industry was so exploited by the Hanseatic League as to prevent Englishmen from becoming manufacturers of their own raw product. The wool was bought up at prices arbitrarily fixed by the League, shipped to the Netherlands, where it was made into cloth, and in that form sold again to the English consumer at prices spelling high profits for these German middlemen. In addition to this, all the imports of the League into England were admitted at a uniform duty of one per cent., as against a high tariff for all other goods from abroad. All Hanseatic goods had to be carried in Hanseatic ships, and British ships attempting to compete with them were ineffectually sunk. These Germans also laid claim to a hundred English fishermen, who were passed upon this preserve. These conditions of "frightfulness" seem to have been taken living down by the English of those times, but as England developed as a trading country, so the feeling against the German monopolists increased. At last the Armada afforded the opportunity of getting rid of them root and branch. They were strongly suspected of helping to fit out and provision the Spanish ships. Sir Francis Drake captured sixty German vessels in the Tagus and the Queen confiscated them on the ground that they contained munitions of war. The League adopted the reprisal of turning every Englishman out of Germany. But they had shot their last bolt. Elizabeth promptly responded by expelling all Germans from England. The League, deprived of its valuable share in the English wool trade, fell to pieces after three hundred years' battenment upon English prosperity. This piece of history throws much light upon the German spirit of greed. The idea that to be strong and prosperous you must destroy the prosperity of other people is ingrained in the Teutonic mind. It was noted in the following century in the complete

In matters of commerce the fault of the Dutch

Is giving too little and asking too much the term "Dutch" in those days embraced the Northern Germans as well as the inhabitants of Holland. It also helps us to understand how it is that the charge against Britain of waging this war solely in order to destroy German trade seems merely axiomatic to the German people. It is just the sort of thing they would do and have done themselves.

WHEN DID GERMANY MOBILIZE?

The *Harburger Fremdenblatt* on May 18, in an article on the railways in war time, made a remarkable admission about the German mobilization long before the outbreak of war. After referring to the work of the railways in 1866 and 1870, the writer says:—At the mobilization the German railway system proved its perfection, since on nine railway lines on the days from July 24 until August 4 not less than 284,000 men with full equipment were carried to the frontier."

This is equivalent to saying that the German mobilization began on the day of the publication of the Austrian ultimatum to Serbia.

IMPENDING SALE OF
STONEHENGE.

The Amesbury Abbey Estate, including Stonehenge, Wiltshire, for several generations the seat of the Antrobus family, will come under the hammer of Messrs. Knight, Frank, and Rutley, acting in conjunction with Messrs. Eden, Baines, and Kennaway, in September. The Abbey stands in a park on the site of the former monastic house. The Avon, with its trout fishing, runs through the estate for miles. The property comprises 6,400 acres, and extends from Beacomb Hill on the north-east, towards Winterbourne Clump on the west. On the north-east side is Bulford Camp, and on the north side Lark Hill Camp. Stonehenge will be included in the sale.

JAPANESE LOYALTY TO
AN IDEAL.JAPANESE MILITARY ATTACHES
WITH THE RUSSIANS COMMIT
SUICIDE.

The *Japan Gazette* says:—

A moving story comes from Lemberg, through official Japanese sources, to the effect that two Japanese military attaches to the Russian forces committed *seppuku* or *hara kiri* in that city on the eve of its recapture by the Austro-German troops, rather than suffer the disgrace of falling into the enemy's hands. To many Westerners such extreme action will appear inexplicable, but among those who appreciate the high standards of loyalty in Japan, the action of Major Ikumaro Nagano, of Infantry, and Captain Tanosuke Hashimoto, of Cavalry, will add lustre to the prestige of the Japanese military class. It may be urged that there was no Service necessity for suicide. The officers were in no way involved in the fall of Lemberg; they were casually presents as on lookers and in any case, if captured, would have been entitled to the honours of ordinary military captivity. Moreover, the fall of Lemberg was only an incident in a constant give-and-take campaign; the city was shortly again recaptured by the Russians. Nevertheless, the instinct in every Japanese, and especially in the military class, to avoid the humiliation of falling into the enemy's hands alive reasserted itself in this Galician city with irresistible force. With that desire to avoid personal humiliation there was also, no doubt, mingled the determination that the name of Japan should not be associated with that conception of humiliation, and herein we may obtain a little idea of the moral strength of the loyalty which unites the people and makes them not only so strong as a national unit but so considerable in alliance or enmity. We do not defend the act; we deplore it. We believe that the resolve and devotion to an ideal represented in this self-sacrifice could have been more effectively employed in life than in the bequest of an object-lesson. But it will not so strike the Japanese. The act is in strict conformity with an unwritten national code of which we foreigners can only faintly decipher the sanction. But even we will perceive in this supreme devotion to principle the workings of a tremendous national self-reliance to the thing of the spirit, as opposed to the material teachings of self-preservation, the first law of nature, and beyond that loyalty to country and Japanese tradition we may see another evidence of Japanese loyalty to the cause of the Allies. These two officers by their act identified themselves and their nation with the cause of the liberty of the world. They voluntarily died rather than fall into the hands of the Germans. The Allies will mourn their death, will extend to their bereaved relatives the profoundest sympathy and will do honour to the national pride and high resolution which contribute so materially to Japan's worthy status in international relations.

REUTER'S TELEGRAM CO.

The report of Reuter's Telegram Company, Ltd., for the year ended 31st December last states that after payment of current charges, and deducting rebate on unexpired subscriptions to news services, the net profits amounted to £14,849, including £8,912 brought forward. The great falling off in revenue is largely due to the disturbing influence of the war on the company's business. The severe restrictions imposed by the military authorities upon news from the seats of war and the total prohibition of the company's code for private telegrams have greatly diminished the revenue from these sources. It is hoped that the sacrifices thus entailed upon the company will receive recognition from the Commission appointed by the Government to consider losses arising from interference by the State in private business. Steps have been taken to counteract the diminution of gross receipts by a considerable reduction of working expenses during the present year. With a view to making provision for depreciation in the value of the shares of the bank it has been deemed advisable to write down their book value to £500,000. In consequence of the uncertain position created by the war the directors have decided to make no distribution of profit, but to transfer £10,000 standing as credit of profit and loss account to reserve account, and to carry forward the balance of £4,849. It has been decided to write off the whole of the goodwill account hitherto standing at £265,000. This in no way alters the real value of the goodwill, but brings the accounts into consonance with the views frequently expressed by shareholders. The sum of £10,000 has been written off investments, and an amount of £5,000 off freeholds. This had all been dealt with in the reserve account. The directors have decided not to fill the post of managing director lately rendered vacant by the death of Baron de Reuter, and have appointed Mr. Walter F. Bradshaw, who has been secretary. The directors invited Mr. Gerald W. Williams in February last to join the Board, a request to which he acceded. In view of the vacation of the post of managing director the expenses of management have now been reduced by a sum exceeding the sum of £300 for the remuneration of an additional ordinary director. A resolution was accordingly be submitted to the meeting for increasing by this sum the amount allowed to the director in the articles of association by way of remuneration.

The greatest difficulty in the operations in Gallipoli has been felt in locating the Turkish artillery. Directly an aeroplane goes up the Turkish fire ceases. Not a shot from the heavy guns is fired at night. It is believed that the guns are run along on underground rails to a given spot, and a few shots fired. Then the guns are diverted to another emplacement.

INTIMATIONS

LANE,
CRAWFORD & Co.

SOLE AGENTS FOR

SPALDING'S ATHLETIC GOODS.

EVERY REQUIREMENT FOR
GOLF.SPALDING'S "GOLD MEDAL"
CLUBS.

DRIVERS AND BRASSIES

PRICE \$5.50 EACH

IRONS

PRICE \$4.75 EACH

R. FORGAN'S CELEBRATED CLUBS.

MADE AT ST. ANDREW'S

DRIVERS AND BRASSIES

PRICE \$4.00 EACH

IRONS

PRICE \$4.00 EACH

TAYLOR'S AUTOGRAPH CLUBS.

ALL MODEL

PRICE \$3.50 EACH

LADIES' AND LEFT-HANDED CLUBS.

STOCKED IN ALL MODELS.

GOLF BALLS. CADDY BAGS. CLOCK GOLF.

GOLF PAINT. TEES. CAPTIVE GOLF. ETC.

JUST ARRIVED: NEW CONSIGNMENT OF
SPALDING'S G. M. TENNIS RACKETS.

LANE, CRAWFORD & Co.

WE
ARE OFFERING FOR ONE MONTH ONLY
A SPECIAL LINE

DRAB LINEN,

COAT AND TROUSERS \$7.50.

GROSE & CO., LTD.,

TAILORS.

29, DES VŒUX ROAD,

HONGKONG.

LONDON CUTTER.

Hongkong, 14th June, 1915.

[662]

BEFORE LEAVING FOR HOME

ON A HOLIDAY

ORDER THE

"HONGKONG WEEKLY PRESS"

TO BE SENT TO YOU, AND SO

KEEP IN TOUCH WITH THE FAR EAST.

ALL THE NEWS OF THE WEEK FULLY RECORDED.
INCLUDING THE MOVEMENTS OF THE STOCK MARKETS.

24 PAGES! 24 PAGES!! 24 PAGES!!!

NEW ADVERTISEMENTS

NOTICE

TO LET—A HOUSE at Observatory Villas, Kowloon.
Apply to—**ARRATTON V. APCAR & Co.**
Hongkong, 6th July, 1915. [720]

WANTED.

IN September, a FURNISHED or UNFURNISHED HOUSE, on the PEAK, for a year or longer.
Apply to—**F. C. JENKIN.**
Princes' Buildings, Hongkong, 6th July, 1915. [720]

THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

6% FIRST MORTGAGE DEBENTURES (KAILAN BONDS).

PAYMENT of the HALF-YEARLY INTEREST due on 1st July, 1915, will be made on presentation of Coupon No. 1 of any of the undermentioned Banks, viz.:

HONGKONG & SHANGHAI BANK, Ltd.
HONGKONG & SHANGHAI BANK, Ltd.
HONGKONG & SHANGHAI BANK, Ltd.
HONGKONG & SHANGHAI BANK, Ltd.
HONGKONG & SHANGHAI BANK, Ltd.

YOKOHAMA SPECIE BANK, Ltd.
YOKOHAMA SPECIE BANK, Ltd.
YOKOHAMA SPECIE BANK, Ltd.
YOKOHAMA SPECIE BANK, Ltd.
YOKOHAMA SPECIE BANK, Ltd.

THE INTEREST, less Income Tax at 2s. and 6d. in the £, will be:

On 2500 BONDS, £ 12 0 0
Per Coupon (Gross) 12 0 0
Less Tax at 2/6d. in the £ 1 6 0
Net amount payable 10 4 0

On 2500 BONDS, £ 12 0 0
Per Coupon (Gross) 12 0 0
Less Tax at 2/6d. in the £ 1 6 0
Net amount payable 10 4 0

On 2500 BONDS, £ 12 0 0
Per Coupon (Gross) 12 0 0
Less Tax at 2/6d. in the £ 1 6 0
Net amount payable 10 4 0

Payment will be made in Tails at the Demand and Baring rate of exchange of the day the Coupon is presented.
By Order,
THE KAILAN MINING ADMINISTRATION,
W. S. NATHAN,
General Manager.
Hongkong, 1st July, 1915. [721]

HONGKONG GENERAL CHAMBER OF COMMERCE.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of Members to be held on MONDAY, 12th July, at 12 Noon, in the CHAMBER OF COMMERCE ROOM, NEW GOVERNMENT BUILDING, the following Resolutions will be proposed and if carried by a majority of those present and entitled to vote will take effect:

1. That, in the opinion of this Extraordinary General Meeting of the Chamber, it is inconsistent with the purposes for which the Chamber was formed and inconsistent with the obligations of the Chamber towards the Government, and inconsistent with the interests of the Chamber as a whole, that any Member who is the subject of a nation between which and Great Britain a state of war exists should continue to be a Member.

2. That accordingly the Rules be altered by the addition of the following new Rule to be numbered XXV, viz.:

"Any Member who is the subject of a nation between which and Great Britain a state of war exists shall ipso facto cease to be a Member."

By Order,
A. B. LOWE,
Acting Secretary.
Hongkong, 20th June, 1915. [722]

A SNOWBALL BAG SALE.

IN AID OF THE BELGIANS IN ENGLAND AND IN BELGIUM.
will be held in THE GROUNDS OF GOVERNMENT HOUSE, on FRIDAY, JULY 9TH, FROM 4-7 P.M.

UNDER the distinguished Patronage of H.E. THE GOVERNOR and Lady MAY, H.E. Major General KELLY, C.B., and Mrs. KELLY, His Honour Sir WILLIAM REES DAVIES and Lady DAVIES, The Commanders and Mrs. ANSTREUTHER.

By kind permission of Col. Watson and the Officers, the Band of the 74th Punjab will play during the afternoon.

Entrance from Lower Albert Road.
Admission 20 Cents. Tea 40 Cents.
Hongkong, 26th June, 1915.



NOTICE.

ANY EUROPEAN desiring to leave the Colony should apply in writing for permission to do so to the PROVOST MARSHAL, Head Quarters Office, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height, complexion and occupation of the applicant, and stating the name of the train by which the applicant wishes to leave. Applicants should apply in person for their passes to the PROVOST MARSHAL at Head Quarters Office between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily.
Hongkong 26th January, 1915. [207]

INTIMATIONS

NOTICE.

WE beg to say that our late father, **IO HAK MING, alias IO TAK SING, alias IO TSUN SHAU**, a native of Ping Yuen district, Kwong Tung, who was poor when young, and who proceeded to Ipoh, Perak, and Seremban, in the Straits Settlements, to work mines for many years, succeeded in obtaining a large sum of money, which was sent back to his native country and invested in real estate, i.e. over Sixty Houses for Shops in Swatow and Mei Yuen district, and over Twenty Houses, Shops and Schools, together with over Three Thousand Mow of Agricultural Land. These properties were all registered in the Magistrate's Yamen of Ching Hoi Mei-yuen and Ping-yuen, title deeds being held for them and tax regularly paid in respect of them.

Unfortunately, our late father died on the 22nd day of the 11th month last year in his native country, Ping-yuen district. There are seventeen sons of the deceased and each of us is entitled to a share of the said property. The first son, named **IO YENK HO**, died some time previously and left two sons named **IO HIN WAN** and **IO YAN WAN**; the second son was named **IO YENK KAI, alias IO FUK NGOM**; the third **IO YENK KAI, alias IO YAM SAM**; the fourth **IO YENK KAI, alias SHING CHAI**; the fifth **IO YENK WAH**; the sixth **IO YENK CHOW, alias IO KAI MI**; the seventh **IO YENK CHOW, alias IO CHIN PING**; the eighth **IO YENK SU, alias IO CHAI**; the ninth **IO YENK HING, alias IO U MIN**; the tenth **IO YENK CHING, alias IO SUT TING**; the eleventh **IO YENK TEOI**; the twelfth **IO YENK YOUNG**; the thirteenth **IO YENK CHONG**; the fourteenth **IO YENK KWAI**; the fifteenth **IO YENK WONG**; the sixteenth **IO YENK CHONG**; the seventeenth **IO YENK MING**; and there are also six or seven grandsons.

As we have so many near relations, it is feared that among them there may be one or two who might secretly contract debts. All we brothers, therefore, had a meeting and decided that no one be allowed secretly to sell or mortgage the said property. We therefore beg to announce publicly, as we fear that our distant relatives or friends are ignorant of the fact, that the said property cannot be mortgaged or employed as security for obtaining loans of money secretly, and if any of our brothers should have secured any loan on such security the creditors should demand the repayment of it from the one who is responsible for it, otherwise we will not be held responsible for any debt contracted.

Signed:—**IO YENK NGO, IO YENK LEUNG, IO YENK KAI, IO YENK KO, IO YENK CHOW, IO YENK WAH, IO YENK FOK, IO YENK SU, IO YENK TEOI, IO YENK HING, IO YENK CHING, IO YENK YOUNG, IO YENK CHONG, IO YENK KWAI, IO YENK WONG, IO YENK MING.**

4th June, 4th Republican Year.
Hongkong, 24th June, 1915. [680]

CLEARANCE SALE OF LAMPSHADES.

30 per cent. discount for CASH.

KOMOR & KOMOR'S

ALEXANDRA BUILDINGS,
Des Vaux Road
Hongkong, 8th June, 1915. [646]

NEW CARTRIDGES.

BY popular English Manufacturers.
In all Bore and Sizes.

SMOKELESS POWDER and CHILLET
310T. From No. 10 to ESSG. at \$5.57 and \$7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

W. V. SCHMIDT & Co.

Hongkong, 4th February, 1915. [509]

IF YOU SHAVE WITH A SAFETY RAZOR SAVE YOUR OLD BLADES.

75 Cts. We can re-sharpen them and make them like new.
WE SHARPEN EVERYTHING.

CAMPBELL, MOORE & Co., LTD.

Hongkong, 24th June, 1915. [607]

JUST RECEIVED:

Stanley Gibbons

POSTAGE STAMP CATALOGUE.

First and Second Parts complete.

GRACA & CO.

No. 11A, CAINE ROAD.
Hongkong, 13rd June, 1915. [795]

HOUSES TO LET

TO LET.

NO. 4, WONG-NEI-CHONG ROAD near the Happy Retreat.
Apply to—**THE PLAISSETTY MANTLE Co.,**
113, Des Vaux Road Central.
Hongkong, 1st July, 1915. [720]

TO LET.

OFFICE in Hotel Mansions.
Apply to—**HENRY HUMPHREYS,**
Alexandra Buildings,
Hongkong, 30th June, 1915. [717]

TO LET.

HOUSE, No. 4, LYEMUN VILLAS, Kowloon.
Apply to—**SPANISH DOMINICAN PROCUROTOR.**
Hongkong, 30th June, 1915. [501]

TO BE LET.

WHOLE or PART SHOP in Chater Road.
Apply to—**CLARK & Co.,**
Opticians.
Hongkong, 29th June, 1915. [705]

TO LET.

"HOMEVILLE," No. 153, Wanhsai Road. 10-Roomed House, with Small Garden. Splendid View of the Harbour.
TWO GODOWNS at Wanhsai, Nos. 6 and 8, Cross Lane (formerly occupied by Meyerink & Co.).
Apply to—**D. H. Care of "Daily Press" Office,**
Hongkong, 14th June, 1915. [661]

TO LET.

FURNISHED, including a splendid Piano, "FAIR VIEW," No. 3, Robinson Road, containing 6 Rooms, with ample Servants' Quarters.
Apply to—**DAVID SASSOON & Co., Ltd.,**
Hongkong, 1st June, 1915. [618]

TO LET.

2ND FLOOR, No. 1, DUDDELL STREET, for Office or Dwelling.
Apply within.
Hongkong, 1st June, 1915. [618]

TO LET.

FOUR-ROOMED FLATS in Hanoi Road, Kowloon and MAY ROAD, Hongkong, with possession on or about 15th August next. English Baths and Kitchen ranges, Hot and Cold Water, Electric Light, First Class Modern Appointments throughout, including Water Carriage System.
"PENNYFLEW," Minden Row, Kowloon, 6-Roomed House, with Tennis Court, 3 and 3, MINDEN VILLAS, Kowloon, 5-Roomed House with Tennis Courts.
FOUR-ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon.
FLATS in Nathan Road, Kowloon.
A FLAT in Humphrey's Buildings, Kowloon.
Apply to—**HUMPHREYS ESTATE & FINANCE Co., Ltd.,**
Alexandra Buildings,
Hongkong, 4th June, 1915. [580]

TO LET.

HOUSES in CLIFTON GARDENS, Conduit Road.
OFFICES, facing the Harbour between the Hongkong Club and Fort Office.
55, THE PRINCE OF WELLES ROAD, ST. WONG-NEI-CHONG ROAD, GODOWNS, New Prince, Kennedy Town, GODOWNS, at Wanhsai Road.
Apply, etc.
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.,
Hongkong, 1st April, 1915. [38]

TO LET.

OFFICES in St. George's Buildings Second Floor, overlooking Harbour immediate possession.
Apply to—**SHEWAN, TOMES & Co.,**
Hongkong, 3rd December, 1914. [59]

TO LET.

A HOUSE in Knutsford Terrace Kowloon.
Apply to—**THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.,**
Hongkong, 1st March, 1915. [45]

TO LET.

THE GROUND FLOOR of No. 6, DES VEAUX ROAD CENTRAL, occupied by Madame Gains, etc.
Apply to—**DAVID SASSOON & Co., Ltd.,**
Hongkong, 10th February, 1915. [722]

TO LET.

QUEEN'S BUILDING.
TO LET, the South-West portion of the FIRST FLOOR, including Treasury on Ground Floor, lately in occupation of the German Bank.
GODOWN, No. 2, Lee House Street.
Apply to—**THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.,**
Hongkong, 1st March, 1915. [135]

INTIMATION

BY APPOINTMENT

WATSON'S PYERIS.

(Registered.)

An exact reproduction of a well-known Spa at half the price.
Blends perfectly with Spirits, especially Whisky.

"A little learning is a dangerous thing
Drink deep or touch not the Pyrian Spring
There shallow draughts intoxicate the brain
And drinking deeper sobers us again."—Pope.

PINTS 85 CTS. PER DOZ.
SPLITS 50 CTS. " "



A. S. WATSON & CO., LTD.

AERATED WATER MANUFACTURERS.

MARRIAGE.

SOMERSON MILNE.—On the 26th June, at Yokohama, SYDNEY HERBERT SOMERSON, to ANNIE KEARSELY MILNE, of Southport, Lancashire.

HONGKONG OFFICE: 10A, DES VEAUX ROAD & LONDON OFFICE: 121, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JULY 6TH, 1915.

THE BOYCOTT MOVEMENT IN CHINA.

The issue of a Mandate by President YUAN SHIH KAI denouncing the boycott of Japanese trade is, at least, a tangible proof that the Government is entirely out of sympathy with the movement. It has been alleged by Japanese residents in Peking that many officials of the Chinese Government have been directly encouraging the boycott, and they have even gone so far as to express a conviction that the Chinese Government itself was secretly in sympathy with the movement. The Mandate, we presume, is the answer to these suspicions. Whether the issue of orders to the Governors of Provinces "to suppress the boycott movement" will be very fruitful of results is extremely doubtful. The movement which has developed out of the diplomatic negotiations between Japan and China, which began in January, has evidently obtained a strong hold on the people throughout the country. There is nothing to show that it has received any direct encouragement from the government or from local officials, though where the movement has been worked under the guise of schemes to promote national industries official support has undoubtedly been enlisted in many of the Provinces. The boycott movement carried on as it is by the Chinese is manifestly a very difficult business for any Government to deal with. The President does what is expected of him when he publicly proclaims his disapproval of the movement and commands the Provincial Governors to suppress it, but while the Governors may be able to put a stop to all open agitation, they cannot compel people to buy goods which they have made up their minds to do without. In his Mandate on the subject

the PRESIDENT very rightly seeks to impress on the people that a boycott of Japanese goods not only provokes the resentment of the Japanese people, but also injuriously affects the national revenue of China. In other times, the reply to this might be that what the Customs lose in revenue on Japanese imports it might make up in increased imports from other countries; but that is not the case now. The Customs revenue of China for the first quarter of this year showed a decrease of three and a half million taels compared with the returns for the corresponding period of 1914. How much of that decline was due to the boycott of Japanese goods, the published information does not disclose. It is quite clear, however, that the boycott has hurt China as much as it has hurt Japan, perhaps more so, because owing to the disorganisation of industries in Europe by the war Japan has found new openings for her manufactures, and the indications are that so far as exports are concerned her total for the past six months compares very favourably with the returns for the corresponding period last year. A Japanese journalist writing some time ago on the subject of the boycott predicted that it would be short-lived because the Chinese are "sentimental in political affairs" and that when they realised that the boycott really attacked their own pocket, arithmetic would give the final decision. There is an element of truth in this, and if the President's Mandate results in the punishment of the agitators who are imperilling the interests of their country there is little reason to doubt that the boycott will soon cease. There are many indications already that it is breaking down.

Mails for Europe via Siberia close to-day at 11 a.m. and at 3 p.m.

It has been decided that the next Olympic games in the Far East are to be held in Tokyo in May, 1917.

For disobeying the lawful commands of the Chief Officer of the *Albatross*, two Chinese quartermasters were sent to gaol for four weeks at the Marine Court yesterday.

The national subscription for the victims of the war in the French Colonies, not including Algeria, has reached the sum of 5,656,355 fr., of which Indo-China alone has given 3,632,401 fr.

A list of contributions to the Prince of Wales' National Relief Fund published in London a month ago contained the following entry:—Mr. C. Kwong Wo, Hongkong, per the Commander-in-Chief, China Station, Singapore, £145 13s. 11d.

The establishment of a Japanese military aerial corps on a larger scale, which has been an outstanding question for the past two years, was approved at the recent session of the Imperial Diet, and Japan will shortly have a better-equipped system of army aviation.

During the week ending July 3rd fourteen cases of bubonic plague (all Chinese) were reported, thirteen proving fatal. In the same period two non-fatal Chinese cases of diphtheria were also notified, also three cases of enteric fever (Indian imported and the rest Chinese) one of which proved fatal, a non-fatal Chinese case of puerperal fever, and a fatal Chinese case of small-pox.

H.E. President Yuan Shih-kai has awarded to the late Mr. P. Shearer, chief officer of the China Navigation steamer *Hanchow*, who lost his life in an attempt to save a Chinese sailor who fell overboard on November 11th last, near the mouth of the River Liao, a Scroll of Honour in recognition of his bravery. The Scroll has been forwarded through the Company's General Managers to the father of the deceased.

The special correspondent at Peking of the *Daily Telegraph*, cabling on May 30th, said:—The energy lately displayed against German interests in China—a subject about which I have frequently telegraphed you—is resulting in the gradual transfer of all the agencies of British companies to British houses, and is greatly crippling the German firms, many of which cannot now survive beyond a year. An extension of this economic warfare to the coasting shipping is imminent, as it is understood that Japan is about to consent to action, identical with that of her ally, prohibiting, under iron rules, enemy trading. The effect of these measures on Chinese public opinion is evident in many ways. It is not too much to say that German commerce in the Far East with 1916 have received such blows that it will never recover from them.

Sanitary Inspector Wood, residing at Wood Road, has reported to the police that some person entered his bedroom by the door, which was ajar, and stole two gold finger-rings, valued at \$135, and a gold chain with jade pendant valued at \$30.

A Requiem Mass was celebrated at the Roman Catholic Cathedral yesterday for the repose of the soul of the late F. M. Soares, of the Middlesex Regiment, who was recently killed at the Front. There was a considerable number of members of the Volunteer Force at the ceremony, including Lieut.-Colonel Chapman and Captains G. P. Lamont and Stewart. Bishop Pozzoni officiated at the service, assisted by the Rev. Father Gabardi.

CHINESE EXTRADITION CASE.

STORIES OF INCIDENT REVOLUTION.

Hung Shu Lung, the defendant in the extradition case which has been occupying the attention of Mr. Wood at the Magistracy for a considerable time, went into the witness-box yesterday to give evidence on his own behalf. The Chinese requisition upon which his surrender is demanded charges him with committing three murders at Sam To-chuk, near Waichow. The defence alleges that defendant is a revolutionary leader, and was the leader of a third revolution which was started at the village of Sam To-chuk on the date of the alleged murders.

Hung Shu Lung told the Magistrate that before Chan Kwong-ming declared the Independence of Kwangtung he consulted witness, who was at the time Superintendent of Waichow. Witness was Chan's "right-hand," as the soldiers trusted him. His military service extended over a period of 14 or 15 years. Chan told witness that Kwangsi had declared its independence, and announced that messages had been received from other Provinces urging Kwangtung to follow suit. On August 7th witness came down to Hongkong, and afterwards proceeded to Shanghai, and subsequently to Nanking and Hunan, whence he returned to Shanghai. Here he formed one of the members of an important conference of the Kuomintang, which discussed the question of another revolution. Delegates were sent to Sun Yat-sen in Japan, and witness also went at a later date. Sun said that the present régime was worse than the Manchu rule, and sent the different delegates to various parts of China to carry out the details of another revolution. There were about 10 delegates at the conference, all holding official positions, the majority being former Divisional Commanders of the Army.

Witness received a certificate of commission from Sun Yat-sen appointing him Commander-in-Chief of Waichow. Men were also sent to Singapore, Japan, San Francisco, and other foreign ports to collect money for the revolution. The money was sent to Sun Yat-sen, who forwarded it to various agents for the purpose of bribing the troops. Witness received some of the money, and he bribed troops in Waichow, Hunan, and Canton. On the 26th October he received a communication from Chay Wo Shan, a sergeant in charge of 30 troops in Sam To-chuk, in consequence of which he went to that place to start the revolution.

The hearing was adjourned.

LAUNCH COLLIDES WITH TORPEDO-BOAT.

At the Marine Court yesterday, before Commander C. W. Beckwith, R.N. (Marine Magistrate), Lieut. V. Wyndham-Quinn prosecuted the master of the steam launch *Kwong Cheong* for failing to observe the rule of the road. Lieutenant Wyndham-Quinn stated that he was coming up the Central Fairway, on Saturday morning, when the *Kwong Cheong*, which was proceeding from Hongkong to Yau-mat, attempted to cross the bows of the torpedo-boat from port to starboard, going at full speed. Although witness put his helm hard a port and then hard to starboard to minimise the force of the blow, the launch, which struck the torpedo-boat over the after-bulkhead, was badly damaged, and had to be towed away.

The defendant stated that it was raining and the sky was overcast at the time. The launch was going at half-speed only. He saw the torpedo-boat some time before his vessel struck her, and he tried to alter his course and go astern.

Defendant was fined \$20, or a month's imprisonment in default, the Magistrate directing that he be examined again before his certificate be returned to him.

THE WAR.

RUSSIAN NAVAL SUCCESSES.

GERMAN BATTLESHIP AND SUBMARINE SUNK.

AUSTRO-GERMAN FORCES HELD UP.

SENSATIONAL DISCOVERY AT NAPLES.

WAR MUNITIONS ON INTERNED LINER.

NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

GERMAN WARSHIP TORPEDOED.

RUSSIAN SUBMARINE'S SUCCESS.

PETROGRAD, July 3rd.

It is officially announced that in the Baltic Sea a submarine fired two torpedoes and blew up on Friday a German battleship of the Deutschland type.

LATER.

The Deutschland was leading a German squadron at the entrance to Danzig harbour when she was blown up.

[The Deutschland class are pre-Dreadnought battleships of 13,200 tons displacement, constructed from 1903 to 1906. They are armed with four 11in. and fourteen 6.7in. guns, and have a speed of 18 knots.]

ENEMY SUBMARINE RAMMED.

A Russian destroyer rammed a submarine which was attempting to approach the Russian warships. The submarine was not seen again. The damage to the destroyer was insignificant.

SUNKEN GERMAN SUBMARINE.

RAISED AFTER 36 HOURS.

AMSTERDAM, July 4th.

The German submarine which sank at the mouth of the Ems is lying at a depth of 35 metres. Attempts were being made to raise the vessel, and ships left Wilhelmshafen for this purpose immediately after the sinking. Divers ascertained that the crew were still alive, but as salvage was impossible they must now have perished.

LATER.

The Amsterdam Telegraph says U 30 has been raised. Only one of the crew was found to be dead after thirty-six hours' submersion.

SUBMARINE ACTIVITY.

TWO MORE STEAMERS SUNK.

LONDON, July 4th.

The crews have been landed at Plymouth of the steamers *Renfrew*, in ballast, and the *Larchmore*, on its way to Bombay laden with coal, which were sunk by a submarine yesterday morning.

Both made gallant attempts to escape, and were peppered with shells before they stopped.

The *Larchmore's* engine-room was wrecked, a donkey-man was killed and another wounded.

NAVAL INVENTIONS BOARD.

LONDON, July 4th.

A naval inventions board is being formed to assist the Admiralty in relation to the requirements for naval service. Lord Fisher has been appointed Chairman of the Board.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

ENEMY ATTACKS IN POLAND REPULSED.

PETROGRAD, July 3rd.

The enemy attempted a large number of attacks in Poland. A communiqué affirms that these were repulsed with success. The situation is otherwise unchanged.

AUSTRO-GERMANS CHECKED.

AMSTERDAM, July 4th.

A check to the Austro-German forces in Galicia both on the Bug and at Krasnik is indicated in a Vienna communiqué. It has been officially claimed that the Austro-Germans have occupied Krasnik. The latest communiqué says that fighting is still proceeding there.

[THROUGH REUTER'S AGENCY.]

FIERCE FIGHTING IN POLAND AND GALICIA.

PETROGRAD, July 5th.

A communiqué states:—A Russian local attack in the direction of Radom captured the trenches of several Austrian battalions.

Fierce fighting took place on the 2nd and 3rd inst. between the Vistula and the Bug rivers, and the enemy's offensive on the Wyznica stream was successfully stopped.

The enemy's attempts to advance in the direction of Zamosc and Krasnostav, in the district where the river Volhyn joins the Vistula, caused desperate fighting on the 2nd and 3rd inst., in which the enemy lost very heavily.

The Russian rearwards having held up the enemy's offensive on the Gnilolipa river, retired on the night of the 3rd inst. to Zolotaiupa.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

BATTLE IN ARRAS AND ARGONNE.

ENEMY'S LOSSES "VERY HEAVY."

PARIS, July 4th.

0.10 p.m.

The storm centre of the battle around Arras is the sunken road from Angres to Ablain. The Germans on Saturday night re-attacked there in close formation, but the French artillery was ready and enveloped the enemy in a curtain of fire, and caught them by machine-guns.

The communiqué says that the enemy's losses were very heavy.

The battle raged in Argonne throughout the night, mostly between the artillery. Infantry actions being localised. All the French positions were maintained. The Germans were caught in curtains of fire, and two of their attacks were broken on our entanglements.

ARTILLERY AND MINE ACTIONS.

PARIS, July 4th.

1.35 a.m.

This evening's communiqué states that there have been sharp artillery actions in Belgium. In north Arras, the mining conflict has continued, and on the right bank of the Aisne there have been fights with hand grenades and torpedoes, but no infantry actions.

In the Argonne there has been cannonading on the heights of the Meuse and the Vosges.

GENERAL.

[THROUGH REUTER'S AGENCY.]

THE "BAYERN'S" CARGO.

GREAT HAUL OF WAR MATERIAL.

LONDON, July 5th.

It is announced at Rome that the cargo of the German liner *Bayern*, which has been interned at Naples since the outbreak of the war, has been found to consist of:

- 500,000 revolvers.
- 100,000 rifles.
- 200,000 cases of ammunition.
- 2 hangers with two biplanes fitted with wireless and 1 Maxims.
- 1,000 aeroplane bombs.
- 14 field-guns.
- Hundreds of tons of cement.
- Two complete wireless stations.
- Important military documents were found hidden in the hold.

[THROUGH REUTER'S AGENCY.]

GENERAL GOURAUD WOUNDED.

A STIRRING ADDRESS TO HIS TROOPS.

PARIS, July 4th.

General Gouraud's life is not in danger, though he will temporarily return to France.

The General was wounded by splinters when visiting a field hospital. He is only 47 years of age, is the youngest of the French Divisional Generals, and is regarded as one of the greatest. His whole career has been spent in the Colonies.

LATER.

On the eve of the French general attack in Gallipoli, on June 4th General Gouraud stirred the enthusiasm of his troops with the order: "The moment has come to assault the Turkish lines in conjunction with our British comrades. Not an inch of the conquered ground must be abandoned. Soldiers, in advancing you must remember that that you are still fighting your hateful enemy Germany, who has stirred up against us the Turks who were formerly our friends. Therefore you should show mercy to the Turks who surrender."

A GERMAN BOMBING STORY.

AMSTERDAM, July 4th.

A German communiqué states that aircraft dropped bombs on the Land Guard fort at Harwich, and also upon a British flotilla of destroyers.

THE AGA KHAN.

LONDON, July 4th.

The Aga Khan had the honour of luncheon with their Majesties King George and Queen Mary yesterday.

THE AMERICAN SHOOTING SENSATION.

WASHINGTON, July 4th.

Among those who breakfasted with Mr. Morgan (upon whose life an attempt was made by a man of German extraction) was the British Ambassador, Sir C. Spring-Rice, who witnessed the shooting.

LATER.

A Chicago newspaper says that Holt's real name is Erich Muenster. He was born in Germany and disappeared from there after the suspicious death of his wife. He married again.

Mr. J. P. Morgan's condition is favourable.

BRITISH CASUALTIES.

LONDON, July 4th.

The following casualties are announced:—

Killed: Lieut. Colonel C. G. Hill, (Berkshires); Major H. Chapman, (Durham Light Infantry); Second-Lieut. O. Burnley Campbell, (Argyll and Sutherland Highlanders); and E. F. Hunt, (London Regt.).

Wounded: Lieut. Colonel H. B. Jones, (Royal Engineers); Major J. Arden, (Worcester Regt.); Capt. H. Cart, de la Motte, (London Regt.); Capt. W. J. Harrison, (R.A.M.C.); Lieut. H. H. Bell, (Northumberland Fusiliers); Lieut. J. A. Carter, (Duke of Cornwall's Light Infantry); Lieut. C. H. King, (West Surrey Regt.); Lieut. D. Rawes, (Royal Rifles); Second-Lieut. R. Baker, (Wiltshire Regt.); P. Danglefield, (Buffs.); I. C. Montford, (Royal Rifles); R. Monypenny, (Essex Regt.); A. Plaistowe, (Worcester Regt.); and W. Roxey, (Royal Engineers).

NEW BRITISH MINISTER AT SOFIA.

LONDON, July 4th.

Mr. H. J. O'Beirne, C.B., Counsellor of the Embassy at Petrograd, has been appointed British Minister at Sofia.

[The new Minister was Attaché at St. Petersburg, 1892; 2nd Secretary, Washington, 1895-98; Secretary at British Embassy, Paris, 1900-1906. He had been in the St. Petersburg Embassy since 1906.]

TURKS FORTIFYING.

ATHENS, July 4th.

It is reported that the Turks are fortifying the old Ergene line near Tcherekesskenny, and also the second line behind Tchattaldjaret.

IMPORTANCE OF OTAVI.

PRETORIA, July 4th.

The occupation of Otavi, where there is an abundant water supply, practically insures the possession of the whole of the surrounding country.

MR. ASQUITH'S DAUGHTER ENGAGED.

TO HER FATHER'S SECRETARY.

LONDON, July 4th.

The engagement is announced of Mr. Asquith's daughter, Miss Violet Asquith, to her father's secretary Mr. Maurice Bonham-Carter.

ENGLISH SOVEREIGNS FOR GERMANY.

LEAKAGE THROUGH EXCHANGE OF BELGIAN NOTES.

In the House of Commons Mr. Joynson-Hicks (U., Brentford) asked the Chancellor of the Exchequer whether he was aware that there was a steady export trade in English sovereigns being done by German agents through Holland, and that this trade was helped by the fact that the Bank of England gave out to Belgian refugees some 10,000 sovereigns weekly in exchange for their notes; and would he explain why it was not possible to issue the British new notes to them instead of gold.

Mr. Asquith: I am afraid there is no doubt that the facilities given to refugees for the exchange of Belgian notes have been abused in the manner suggested. The import of these notes, however, has now been prohibited, and more stringent precautions are being taken with regard to the exchange of notes already in the country. As currency notes are payable in gold at the Bank of England, I do not think there would be much advantage in compelling refugees to accept such notes, since any notes so accepted could immediately be exchanged for gold at another counter.

AN EDITOR'S ALLEGORY.

CENSOR BAFFLED BY STORY OF MAD ENGINE DRIVER.

The *Freie Blätter*, according to the *Liberte*, has frequently found itself and its editor, Otto Schiff, in difficulties with the censor, and has often appeared with unsightly blanks in its pages, says the Paris correspondent of *The Morning Post*.

Last March, however, it came out with a sensational series of headlines: "Terrible catastrophe—Engine driver goes mad—Numerous victims." The letter-press described a terrible railway accident in the United States. The engine driver had gone mad, and had driven his train full tilt into one coming in the opposite direction. All the passengers were killed.

M. Schiff pointed the moral of the extreme unwisdom of entrusting so many human lives to one man, whose brain, like that of other men, was liable to become deranged. He added, too, that the passengers would have acted wisely in getting rid of the driver before the express started, as he then was showing signs of mental disorder.

A week later the *Freie Blätter* discovered and described a similar accident that had occurred in South America, and again the week after in China. Language, description, and comment were almost identical. The censors said nothing. Presumably, however, they must have realised that the astonishing railway disaster was an allegory, the mad engine driver being the Emperor, and the unhappy passengers the German Empire. But so far no action has been taken, doubtless in order to prevent the censor looking ridiculous and apparently Otto Schiff will be able to go on describing such catastrophes as occurring week after week in remote countries all over the world save and except only in Germany. And several of his readers will appreciate the meaning of his allegory.

MORE SHIPS FOR CHINA TRADE.

CHINESE TRADE COMMISSION IN AMERICA.

At a luncheon recently given in New York in honor of the Chinese Trade Commission now in this country, says the *San Francisco Chronicle*, the chairman of the commission made an earnest plea for more ships for the China trade. That more ships are needed, and badly needed, is well-known to all familiar with the development which is in progress in the great republic. This development is still in its infancy, but that it has begun and is destined to be the Chinese people is sufficient. The Chinese change very slowly, but when once a movement gets fairly under way they are gradually pelted behind it the energies of 400,000,000 of the most industrious people in the world, ready for application to unexcelled natural resources almost wholly undeveloped. And even in the present stage, the available ships with full cargoes on every voyage. The Chinese merchants are ready to give this country preference, and China produces much that we desire to buy. And normally there should be a steady increase in ships on the Oriental route. But, instead of an increase, we are to lose, after November 4th next, the service of the seven Pacific Mail steamers, which for many years have been the largest carriers between this port and China. We can sell to China, but as Mr. Schwab remarked, at the same luncheon, "what is the use of selling if you cannot deliver the goods?"

If there are to be more ships in the trans-Pacific trade, China herself or Japan must supply them. American ships cannot remain in that trade without greatly increasing freight rates, while Oriental ships can; although, with diminished competition, the Japanese lines will presumably increase rates. China herself cannot well supply the ships. She has neither the capital nor the properly trained officers. American or other ships cannot transfer to the Chinese flag, partly for the lack of trained Chinese officers and partly because China can give no protection on the sea or in foreign ports. Japan can supply the ships and comply with our law, which will be in force after November 4th. To the extent that more capital is needed, it will be forthcoming—doubtless, largely from this country. Considering trade on the Pacific, it is difficult to see wherein the so-called "samen's bill" will help American seamen. It will be good for Japanese seamen.

HOW GERMANY WAS ORGANIZED.

EVERY MAN INDEXED.

The following extract is taken, by permission, from the private letter of an independent American observer, who has had opportunities of watching the process of "organizing the nation" in Germany. It bears witness to the wonderful strength of the German people and to the mobilization of their men and industries from the very moment war was declared.

The Germans certainly are going strong; since your letter they're going even stronger. They are wonderfully equipped, and seem to have made every item of the central location count. The economic and financial side of their operations is about the most interesting feature; we haven't realized it full yet, but they have pretty well overturned most of the theories developed in the last 25 or 30 years. They've solved the whole problem of being reasonably self-supporting and self-contained, and by doing away as much as possible with the middleman. They claim that they're passing the money around among themselves, as a medium of exchange, and that as long as they can connect the producer directly with the consumer, they don't need a great deal of cash in the way of loans.

On the economic side they have done astonishing things. Do you know that not only the men fit for military service, but every man in the country was card-indexed at Berlin; and as a man was called to the army from a certain job another man was told to take his job, the necessary jobs being continued and the unnecessary ones discontinued. The moment war was declared those industries which could not hope to hold out, and which were not necessary to the business in hand, were shut down; and it was already determined where the men were to go who worked there. A clerk and a stenographer could go to the files and rearrange the labour of the land. There were certain factories which had never been worked in times of peace; they were standing ready, in perfect order, and the moment war was declared skilled men from all over the country received word to report at these factories. There has been no unemployment and not the shadow of an economic disturbance; every one is earning, and there seems to be plenty of money. No doubt they are beginning to feel the pinch; but they're sure to be able to hold out till the next crops come along, and if they haven't lost their grip of things they will see to it that they raise enough this summer to keep the nation running. It looks to me like a long war. The Allies may run over them when they get started, but it will be a devil of a job.

RIVAL GENERALS.

JOFFRE AND VON HINDENBURG.

Of Joffre they say, writes the famous war correspondent, Fredk. Palmer, that when reinforcements are demanded he is always slow to respond. Yet they always arrive if they are needed. In the day I have seen 60,000 French troops pass over a single line of railway, for they may be sent very rapidly when necessary. Joffre is not caught napping; though he always sleeps his eight hours a day. Von Hindenburg seems never perplexed, never rushed, though he has struck such telling and sudden blows. Where Napoleon threw in 10,000 reserves and from his horse watched them double past to change the tide of battle von Hindenburg throws 200,000 men on railroad trains in the night into East Prussia, and everlastingly surprises and overwhelms the Russians. Meanwhile, in what seemed a fierce and desperate attempt to break through in front of Warsaw, he was only feinting. But he did not make a half-cent. It cost him 20,000 or 30,000 casualties.

Again, in December, a copy of an appeal by Joffre to French soldiers, saying the French had come to drive the enemy out of France by a supreme effort, was taken on French prisoners. Now, the German staff could not tell whether this was a ruse or not. Joffre did begin attacking in a manner to indicate he might be about to launch a general attack. The Germans had to hurry up their reserves. But all Joffre was aiming to do was to hold the Germans off from the Russians at a critical moment. Joffre had to lose as many men for this object as Napoleon lost in some of his battles. Not so brilliant or able, perhaps, as Foch, Paul or Cautelan, Joffre has won the respect and affection of France by his balance. You have heard how, when von Hindenburg was about to undertake the campaign against Warsaw, he was asked what general he wished to take with him. "Joffre!" was his answer. It is said, if so, it was the proudest compliment of foe to foe in the war.

THE SPY MANIA IN BERLIN.

CHINESE INSULTED.

A Berlin court has inflicted a fine of £15 upon a local patriot who on the evening of February 22nd met two members of the Chinese Legation—a secretary and an interpreter—took them for Japanese and treated them as he considered the Japanese ought to be treated. The German, seeing the two Chinese walking with two ladies, seized them and asked: "Are you Japanese or Chinese?" Without waiting for a reply he turned to the ladies and said: "You women ought to be ashamed of going about with such pigs." He then assaulted one of the Chinese, and when a policeman took him in charge tried to arouse the sympathies of the crowd which had assembled. In defence, the German said that he had been celebrating a Hindenburg victory, and had drunk about five litres of beer. He had now become a teetotaler. He also stated that on a previous occasion he had detected two Russian spies disguised as nurses, and when he saw the two Chinese he thought that they might be Japanese spies.

MACAO NOTES.

[FROM OUR OWN CORRESPONDENT.]

MACAO, July 5th.

DEATH OF MR. L. A. B. MACKINNON. Mr. L. A. B. Mackinnon, formerly of the British Consular Service, and for some time past a teacher of English at Macao, died at his residence, No. 1, Rua da Prata on Sunday evening.

The late Mr. Mackinnon was appointed a student interpreter in China in 1895. He was Acting-Consul at Teng-Yueh for about a year (1892-93), and Acting-Vice-Consul at Canton (May, 1903, to April, 1904).

A FATAL QUARREL.

A quarrel in a Chinese family has resulted in a sad tragedy. It began over a demand made by an elder son upon his mother for money. The mother refused to part with the money and the younger son supported her action. The two brothers thereupon came to blows and then to warfare with knives. The younger son stabbed his elder brother under the heart and he died on the spot. The assassin has escaped.

THE MITCH COW.

A year has past since 120 contos were withdrawn from the treasury of Macao to give temporary aid to Angola. Only a third of this money, I believe, has yet been paid. The Colonial Treasury is much in need of this money, and it is hoped that the entire sum will be promptly refunded.

THE SEA-WATER MAINS.

The work of laying the mains for conveying sea water into the city for fire extinction purposes is progressing, but the filling in of the trenches is proceeding very slowly. There is much sickness (fever) among people living in the neighbourhood of these trenches.

QUACK DOCTORS.

Is it not time that the Government took some steps to control quack doctors and dentists in Macao? Though they practice among the Chinese population the Government has a duty to perform towards the Chinese who live under its protection, and it ought to see that no doctors or dentists shall practice in the Colony unless they are able to furnish diplomas in proof of their qualification.

SHIPPING NOTES.

SALE OF THE "SUIMOW."

The *Suimow*, a Hamburg-American steamer of 1,857 tons gross, built in 1907, which was captured by a Japanese Navy and condemned as a lawful prize, was sold by public tender at Sasebo on the 30th ult. The successful bid was made by the Nishin-Kisen Kaisha (Japan-China Steamship Co.) and was Yen 555,000.

SALE OF ENEMY SHIPS.

Eight German and Austrian vessels at Buenos Aires have been provisionally sold subject to the arrangement of the difficulties of transfer and registration. The *Times* correspondent at Buenos Aires who reports this says:—"Some recentment is felt that American coal was carried in British bottoms or delivery here to a German coal company which coaled German cruisers off this coast."

JAPANESE VESSELS ON VARIOUS SERVICES.

The tonnage of Japanese vessels, classified according to services which they are working at present, are given below:—

	Tons.
European service	55,800
Hawaiian and American service	46,747
South Seas, India, and Australian services	172,000
Japan and China coasting services	421,000

SHIPBUILDING COSTS IN JAPAN.

The cost of shipbuilding in Japan, says a Japanese contemporary, has remarkably risen of late owing to dearth of materials, which have hitherto been imported from Japan chiefly from Europe. The current rate of construction cost per ton for cargo boats, as compared with that before and after the war, follows:—

Before the War	After the Current	European War	Sea War	Per Ton	Per Ton
For	European War	Sea War	Per Ton	Per Ton	Per Ton
1,000 tons class	Y.165	Y.175	Y.190		
2,000 "	"	180	160		
3,000 "	"	120	140		
5,000 "	"	145	170		
7,000 "	"	140	160		

The rates vary with the types and classes of the vessels. A Japanese shipbuilding yard is reported to have asked Y.200 per ton for a vessel for construction to the order of a Dairen shipowner.

VESSELS CHARTERED FOR HONGKONG SERVICE.

The following vessels, a Japanese paper says, have been taken up on time-charter at Hongkong market so far since last January:—

Steamer	Net Tonnage	For	Charter Money Per month.
Kanor	949-11 months	Mex.	89,000
Tungting	1,173 on year	"	18,000
Gangni	1,368 six months	"	17,000
Farg	874 six months	"	14,000
Hanamael	1,714 one year	"	14,000
Fontee	830 one year	"	12,200
Nishio Maru	917 six months	"	10,000
Nichiren Maru	1,406 six months	"	14,000

AT THE CREUSOT WORKS.

TRIUMPH OF FRENCH PATRIOTISM.

LE CREUSOT.

On the hills surrounding the valley there are guns to ward off any very adventurous enemy aircraft, on the terrace in front of the Chateau there are ornamental guns of long ago, the shapes of which are again in fashion for trench artillery; there are two crossed guns on the belt of the schoolboys in the town; there are guns on your glass and you flick the ash of your cigarette on to a tray decorated with guns. Guns pervade the whole atmosphere of Le Creusot.

The town, which clusters round the edge of the smoking valley bed, lives by guns and the things connected with guns. Weapons of every imaginable calibre flow molten from the furnaces, flooding the grimy workshops with glowing burning steel, quivering under the shaping blows of giant hammers which crash down upon the metal with a deep Ugh of satisfaction, disappear down the vast tempering wells or turn silently round and round upon the finishing lathes. The manufacture of guns is a fascinating and interesting process. Messrs. Schneider works at Le Creusot. The French Krupp has not got all his eggs in one basket, as the Germans have at Essen, but has many factories scattered throughout the country. It is at Le Creusot that the industry of big-gun building is at the present moment most active. At Le Creusot it is the manufacture of shells which strikes at any rate the British imagination.

A REORGANIZED WORKSHOP.

Here at Le Creusot you can follow every single process of shell manufacture, from the making of coke and the filling of the furnaces with the coke and on to the polishing of the shell ready for charging. In normal times of peace the Creusot works do not manufacture shells on any great scale. There are huge departments given up to the making of armour plates for the Navy, of rails, locomotives, Bessemer steel, marine engines, and other products required by the industry of peace. To-day the Bessemer furnaces are cold, the huge rolling and bending machines of the armourplate department are lifeless, and the shops emptied of labour. For at Le Creusot, as throughout France, the motto of "Business as usual" is unknown. Here every peaceful activity has been abandoned in favour of war, and the services of every tool and every man connected with the establishment have been directed towards the production of war material.

In France they have been quick to act upon the knowledge that wars are won in workshops. The figures of the shell production of Creusot and those of a year ago would prove eloquently how splendidly the establishment has responded to the call made upon it. It is idle to imagine that power and a few lathes are all that is required to turn out projectiles. The shell is a complex and, above all, a very precise piece of mechanism. Before even the process of finishing the raw metal has been accomplished it has passed through many delicate stages and undergone a wonderful variety of tests, for with had shells you not only get bad shooting, but, what is more serious, you get gun bursts. Thus, after the raw materials have been made into pig iron, the product is placed in the Siemens-Martin furnaces with a capacity of 50 tons. In these the carbon of the iron is eliminated and the resulting steel flows down into ladles, from which it is distributed into ingot moulds of varying sizes, according to the shell under manufacture.

STAGES OF MANUFACTURE.

For shells under 30 centimetres the ingots are passed through the roughing machines which, with much grinding and grinding, lengthen the ingot into red-hot rods of steel. These are heated backwards and forwards through the rollers by steel hands which arise from the ground and guide the metal back through the grooves of the rollers. Then comes a giant circular saw to cut it up into right lengths. In the workshops high above the general din rises the clear singing note of the automatic air hammers and chisels at work upon the testing and trimming the billet before it goes on to the next process, which is the drawing through the core and leaves the shell ready for the shaping of the nose under the hammers. Then the shell, battered and hammered, heated in furnaces, plunged into cold water, for the first time resembles the finished product and to the lay eye appears fit for dispatch to the charging rooms, where it receives its explosive. But before this time is reached it takes its place upon the automatics of which the factory possesses a goodly battalion, and there under a constant shower of cooling oil or soap and water its sides are stroked with steel until it can pass the rigorous tests of precision imposed upon it, for the shell has to be accurate to one-tenth part of a millimetre. Then it is washed and cleaned, bathed in acids, and finally sent to one of the charging stations, the largest of which is at the Government arsenal, the Ecole de Pyrotechnie, at Bourges.

THE FINISHING TOUCHES.

At the Ecole de Pyrotechnie the shell is supreme. It is there that the final operations are gone through, the shell is charged, the fuse manufactured, and the last tests applied. The fuse gives some idea of the complexity of the whole process of shell making. In the automatic rooms machines more than human in their intelligence perform the most delicate dentistry in metals, they cough out nuts and bolts with bewildering noise and speed. The fuse contains 10 to different parts which are produced by these machines and assembled by hand. Here at Bourges in vast underground caverns, buttressed with cement and guarded by armour-plate walls, the charge is pressed, and inside the charging room huge splashes of green and of yellow, sears and rent blocks of masonry bear testimony to the danger of the operation. After this there are still a number of processes to be gone through, before the finished shell leaves from the railway sidings for the shell depots.

The manufacture of shells demands the very highest degree of industrial efficiency, and if the numbers required by the armies in the field are to be supplied it calls for the mobilization of vast armies of workmen and of huge industrial equipment. It demands, in addition, on the part both of capital and of labour, a recognition of the vital national importance of shell production and the feeling that both masters and men are serving their country and the readiness to sacrifice which that feeling brings with it. France with one law to-day—that of national necessity. Everything gives way to that—trade union agreements, labour regulations, factory legislation, rates of pay have all been suspended if their suspension has contributed to increasing the

war output of the country. There has been no need to discuss the matter with the men; it has not been necessary to pave the way for such a drastic upheaval of social conditions by any press or platform campaign; the men themselves have been the first to recognize the urgency of the hour and the first to approve of all the sacrifices they have been called upon to make.

WORKERS' NEW SPIRIT.

The result has been that at Creusot and at Bourges, throughout the country in fact, there has come into view a new race of workmen. I discussed the question with the head of one of the shell departments of Le Creusot who has travelled in industrial England and knows our labouring classes well. He said—

Before the war our men wore their caps jauntily on the side of their head and thought it necessary for their own dignity to behave without dignity to their superiors. They worked well under supervision, but without it they were inclined to slack. Although well paid and contented there were, of course, many of them who dreamed of less work and more pay. To-day you can see for yourself their attitude.

It does not overstate the truth to say that on every side in every department there was not a man idle. They seemed all to be putting into the work the concentrated energy which a soldier puts behind the lunge of his bayonet in the charge, and countless impolite or bitter remarks about the Kaiser and his people scrawled in chalk upon the walls showed the origin of this energy and the end to which it is directed. It is the desire to win, to beat the bully, that nerves these men up to the terrific daily effort of their lives, and a red band round their arms reminds them that their service is for France.

WOMEN HELPERS.

At Le Creusot they work a six-and-a-half-day week, and the hours range from 10 to 12½ a day. There is little or no excessive drinking; there is certainly no time lost from that cause, and timekeeping and general discipline are perfect. Women have been drawn on largely for labour both at Le Creusot and at Bourges, where there is plenty of light work for them to do in the manufacture and charging of shells and cartridges and fuses. They give to the workshops a note of brightness and gaiety, almost each having in front of her a jar full of flowers. They sing at their work in some sheds, and their general appearance as well as the records of the medical service show that they support a 10-hour day with great comfort. They all seem to be inspired by the spirit of the rhyme which hangs on the walls of the model nursery where the orphans of the workpeople are tenderly looked after by the Schneider family—

Allez.
En avant marche,
Nom d'un chien,
Qu'on tape
Sur la guéule
A ces Allemands.

INDIA AND THE WAR.

CAPTURING ENEMY TRADE.

Mr. A. W. Pim, Secretary to the Government of the United Provinces, has addressed a letter to the Secretary to the Government of India (Department of Commerce and Industry) from which the following extract is made:—On the outbreak of war the local Government appointed a committee to investigate the possibility of assisting local industries to capture a share of the German and Austrian trade and enquiries made show that one of the most promising openings is to be found in the glass industry, which is carried on in several parts of these provinces. This trade, though still in its infancy, offers great possibilities, for not only are the manufacturers, who have already indulged in various costly experiments, possessed of capital and quite prepared to sink it in improvements, but they are also fully alive to the unique opportunity offered by the present crisis for invading the extensive markets in which German and Austrian firms have hitherto enjoyed a practical monopoly. At present the products of the local factories are somewhat crude, consisting mainly of low-grade lamp chimneys, bottles and bangles, and so long as the manufacturers and their men continue to lack an expert knowledge of the trade, little or no improvement is to be expected. The committee have, therefore, suggested that the best means of assisting the industry is to obtain the services of experts who will teach the local workmen the correct process of glass blowing, the proper use of moulds and the manner of ascertaining the temperature at which the molten glass should be poured into the moulds. The Lieutenant-Governor has approved the suggestion and desires to apply for the recruitment of two Belgian or English glass experts with a view to the introduction of an improved and up-to-date process in the factories of the provinces. The primary qualifications required are those of skilled workmen with practical experience in glass blowing and the manufacture of the simple forms of hollow glassware, lamp chimneys, tumblers, bottles and the like. The men must also be able to build direct firing furnaces and supervise the construction of fireclay pits and annealing ovens, with a knowledge of the ordinary materials required in manufacture and some acquaintance with the ingredients employed for glass of different colours, is also desirable. Finally, it is essential that the men should have a speaking knowledge of English. It is proposed that these glass foremen should in the first instance be engaged on a 3 years' covenant, and in view of the intense jealousy of trade secrets prevailing among this class of operatives all over the world, there must be a clear understanding that they have been imported to teach the business of glass making and its methods fully and without reserve to the employees of any factory to which the local Government may post them. They will be Government servants lent to private factories for so long as may be necessary and on such terms as the Government may determine in each case. The salary offered might suitably be Rs. 300—500 per mensem, but this is a matter of which the Secretary of State will clearly be the best judge and this Government will gladly accept the terms he may be able to secure. I am accordingly to ask that the Government of India may be pleased to move the Secretary of State to recruit two qualified glass blowers on the pay specified above.

BRITISH AIRMEN'S DARING.

AFTER THE "ROOSTING HOUR."

The United Press publishes the following article by its correspondent with the British Army, Mr. William G. Shepherd:—

It's after "roosting hour" at night, when everybody is down out of the death-filled sky, that you can get the English flying man to do what little talking there is in him. Dinner is the time for chatting with them. I sat down at a small table full of them this evening. They were all young fellows out of England's best homes. One of them I had known in Texas, some years ago, when Orozco, the Mexican rebel, had employed him to fly for the rebel army; the others had all learned flying since the war began.

"I know your country pretty well," said a young man to me. "I go over there every year to play cricket. I like Philadelphia and Boston and the fellows there play cricket awfully well."

I wanted to talk about war-time flying, not cricket, and I asked him to point out to me the young fellow who had come back to the flying field late and for whom I had seen the other airmen waiting anxiously as darkness drew on.

"I guess that must have been me," he said, laughing.

LOST FOR 10 DAYS.

"I suppose there are times," I said, "when you wait and wait and the fellow doesn't come back?"

"Oh, yes," he said. "That does happen. But we don't ever give up hope. See that fellow over there," he said, indicating a young man down the table. "Well, one night he didn't come back. We put out the flares, and waited and waited, but there was not a sign of him. We gave him up for good. Ten days passed, and one day a strange aeroplane appeared in the sky, coming from the direction of England, and we thought this was a new flyer coming to join our camp. The machine alighted, and out stepped our old friend, who had been missing for so many days, and whom we had given up for dead."

"Then he told us his story. He had come down in the German lines, and when he alighted no one was around. He ran away from the place, and finally reached us. After that the rest was easy; he took a boat for England, got another machine there, and flew back to us."

"ARCHIBALDS."

"How do the fellows feel about the German shrapnel?" I asked. "I saw a battle between two English machines and a German machine at Ypres last Saturday and I don't see how the Englishmen missed getting hit."

"Do you know what the fellows call those wobbly puffy shrapnel clouds?" asked the flying man, smiling. "They call them 'Archibalds.' No one knows how the name started, but it's a fixed name, now, with the flying men."

"Can't be very pleasant to have them hanging around you," I suggested.

"Well, it isn't," he yielded. "You're really helpless, you know. They're 3 in. shells, and they scatter pieces of steel for a hundred feet around. Even if one doesn't hit you you're likely to fly under the pieces as they're falling, and puncture your oil tank, and set fire to the whole bag of tricks. And the Germans put those little clouds in the sky so nicely, too. The puffs are always arranged in a regular order. They make me think of white paper lanterns hung on a wire. And the smoke smells terribly, too. I've never been on the ground when an aeroplane was being shot at. It must be a great sight to see it," he added. "I'd like to look at it from the ground, sometime."

I found that the most popular story in the British air camp had to do with the most daring of General Sir John French's flying men. It was told me at least six times by different flyers.

"Old—," the story goes, "had a close call the other day. About two months ago, you know, he came down in the German lines and was arrested. He got away though, after some weeks, and got back into the English lines. The German officer who had him in charge was a stickler for military courtesy, and so—remembered the other day that he hadn't paid his respects to the German. So he sat down and wrote a note, saying that he regretted that he hadn't been able to pay his farewell respects and begged the German officer to pardon him. The next day he flew over the officer's town and dropped the note. And then, the next second, his engine went wrong and he began to come down. Just suppose he'd followed that note down!"—Exchange, Telegraph Company.

THE FOREIGN POPULATION OF YOKOHAMA.

BIG DECREASE, DUE TO THE WAR.

According to investigations conducted by the Census Registration Department of the Yokohama Municipal Office, the total number of foreign residents in the city at the end of last year is put at 6,851, of whom 3,389 were males. When compared with the census taken at the end of the preceding year, the figures show a decrease of 1,702. This is attributed largely to the war, many having left to serve their countries at the front. The British subjects have decreased by 382, the French by 48, Russians by 29, Italians 17, Germans by 121 and Austrians by 85.—Japan Gazette.

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FORTHCOMING EVENTS.

Friday, 9th July—
4 p.m.—A Snowball Bag Sale in aid of the Belgians, in the Grounds of Government House.
Monday, 12th July—
Noon—Hongkong General Chamber of Commerce Extraordinary General Meeting in the Chamber of Commerce Room, New Government Building.

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ARRIVALS

ANKHUI, British str., from Canton.
 COLOMBO MARU, Japanese str., 2,917, O. Sakamoto, 5th July—Calcutta 14th June, General—Nippon Yusen Kaisha.
 IYO MARU, Japanese str., 2,901, K. Okamoto, 5th July—Mojito 27th June, General—Order.
 LIANGCHOW, British str., 1,240, W. Benson, 5th July—Shanghai 1st July, General—Butterfield & Swire.
 NIPPON MARU, Japanese str., 2,954, A. G. Stevens, 5th July—San Francisco 2nd June, General—Toyo Kisen Kaisha.
 THUYEN, French str., 1,290, Ribault, 5th July—Saigon 1st July, Rice—Bradley & Co.
 SUSHI MARU, Japanese str., from Canton.
 TAIKIMANG, Dutch str., 501, N. V. Wijk, 5th July—Java 29th June, Sugar—Java-China-Japan Line.

CLEARANCES

IN THE HARBOR MASTER'S OFFICE.
 July 5th.
 HAIMUN, British str., for Swatow.
 KWONGSANG, British str., for Shanghai.
 INDRA, British str., for Manila.
 MERTONTHURLE, Brit. str., for Shanghai.

DEPARTURES

July 5th.
 CHEONGSHING, British str., for Chefoo.
 CHIPPING, British str., for Canton.
 COLOMBO MARU, Japanese str., for Kobe.
 HINANG, British str., for Sandakan.
 IYO MARU, Japanese str., for Yokohama.
 JAPAN, British str., for Canton.
 LIANGCHOW, British str., for Singapore.
 PELUK, British str., for Saigon.
 SAKAI MARU, Japanese str., for Saigon.
 TARSANG, British str., for Haiphong.

SHIPPING REPORT.

The British str. *Liangchow* reports: Strong south-westerly wind, heavy swell with heavy rain.

PASSENGERS

ARRIVED.
 Per *Liangchow*, from Shanghai, for Hongkong, Mrs. D. Wolf, Mr. Terry, and Mr. True.

VESSELS EXPECTED.

AUSTRALIAN MAILS.
 The Australian Oriental Line str. *Tai-yuan* left Port Darwin for Hongkong via Philippine Ports on 20th inst., and may be expected to arrive here on or about 26th July.
 The str. *Eastern* left Sydney for this port (via Queensland ports, Port Darwin, and Manila) on 23rd inst., and may be expected to arrive here on or about 18th July.

THE AMERICAN MAIL.

The P.M. str. *Mongolia* sailed from Yokohama for Hongkong via Kobe, Nagasaki and Manila on the 1st inst., and is due here on the 13th inst. The mail for Hongkong has been transferred to the N.Y.K. str. *Hakata Maru*, expected here on the 9th inst.

MERCHANT STEAMER.

The str. *Sangala* sailed from Calcutta on the 1st July, and may be expected here on or about the 18th inst.

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1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	TYPE	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON via Usual Ports of Call	SARDINIA	Brit. str.	—	J. T. Jeffery	P. & O. S. N. Co.	On 17th inst., at Noon.
LONDON via Usual Ports of Call	KASHGAR	Brit. str.	—	A. N. Rivers, R.N.E.	P. & O. S. N. Co.	On 30th inst., at Noon.
MARSEILLES & LONDON	KAMO MARU	Jan. str.	—	Shimizu	NIPPON YUSEN KAISHA	On 15th inst., at Noon.
MARSEILLES & LONDON	CITY OF RANGOON	Brit. str.	—	—	THE BANK LINE, LIMITED	On 26th inst.
MARSEILLES via PORTS	POLYNESIAN	Jan. str.	—	—	MESSAGERIES MARITIMES	On 7th Aug., at 1 P.M.
VICTORIA B.O. & SHANTUNG via KUEILUNG, &c.	YOKOHAMA MARU	Jan. str.	—	Komatsubara	NIPPON YUSEN KAISHA	On 8th inst., at 4 P.M.
VICTORIA & TACOMA via KUEILUNG, &c.	TACOMA MARU	Jan. str.	—	T. Hamada	OSAKA SHOSSEN KAISHA	On 15th inst., at 3 P.M.
NEW YORK via SUEZ CANAL	SAINT RONALD	Brit. str.	—	—	DOUGLASS & CO., LTD.	About 6th inst.
NEW YORK via PANAMA	WALTON HALL	Brit. str.	—	—	THE BANK LINE, LIMITED	About 12th inst.
GENOA, LONDON and HULL	GLINTURRET	Brit. str.	—	F. T. Jones	SHAW, TOMES & CO.	About End of July.
SEATTLE	SHIWEI MARU	Jan. str.	—	—	JARDINE, MATHESON & CO., LD.	To-morrow.
VANCOUVER via SHANGHAI, JAPAN, &c.	MONTAGNIN	Brit. str.	—	A. J. Hall	CANADIAN PACIFIC R. CO.	On 13th inst., at 10.30 a.m.
SAN FRANCISCO via MANILA & JAPAN, &c.	NIPPON MARU	Jan. str.	—	A. G. Stevens	TOYO KISEN KAISHA	On 20th inst., at 1 P.M.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	MONGOLIA	Jan. str.	—	Emery Rice	PAKISTO MAIL S.S. CO.	On 27th inst., at Noon.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	SHIWEI MARU	Jan. str.	—	—	TOYO KISEN KAISHA	On 3rd Aug., at Noon.
SAN FRANCISCO via MANILA & JAPAN, &c.	EMERSON	Jan. str.	—	—	THE BANK LINE, LIMITED	On 23rd inst.
DELAGO BAY, DURBAN, EAST LONDON, &c.	GUYARAT	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 26th inst., at 4 P.M.
AUSTRALIAN PORTS	TAIWAN	Brit. str.	—	Takeda	NIPPON YUSEN KAISHA	On 23rd inst., at 11 A.M.
AUSTRALIAN PORTS via MANILA	SHIWEI MARU	Jan. str.	—	—	GIBB, LIVINGSTON & CO.	On 23rd inst.
AUSTRALIAN PORTS via MANILA	SHIWEI MARU	Jan. str.	—	—	JAVA-ORINA-JAPAN LINE	To-day.
JAPAN	COLOMBO MARU	Jan. str.	—	Sakamoto	NIPPON YUSEN KAISHA	On 8th inst., at D'light.
KOBE	KYUSANG	Brit. str.	—	F. Wheeler	JARDINE, MATHESON & CO., LD.	On 16th inst., at 10 A.M.
KOBE & KOBE	HITACHI MARU	Jan. str.	—	Tomimura	NIPPON YUSEN KAISHA	On 10th inst., at D'light.
NAGASAKI, KOBE & YOKOHAMA	CHIPSING	Jan. str.	—	H. C. Wallner	JARDINE, MATHESON & CO., LD.	To-day, at Noon.
WEIHAIWEI & TIENTSIN	KWONGSANG	Brit. str.	—	W. E. Blohard	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI via SWATOW	ANKHUI	Brit. str.	1 m.	H. N. Rivers, R.N.E.	P. & O. S. N. Co.	To-day, at Noon.
SHANGHAI, MOJI, KOBE & YOKOHAMA	KASHGAR	Brit. str.	1 m.	W. Benson	BUTTERFIELD & SWIRE	On 8th inst., at 4 P.M.
SHANGHAI	LIANGCHOW	Brit. str.	1 m.	—	MESSAGERIES MARITIMES	On 13th inst., at 10 A.M.
SHANGHAI, KOBE & YOKOHAMA	POLYNESIAN	Jan. str.	—	Murai	NIPPON YUSEN KAISHA	On 15th inst.
SHANGHAI, KOBE & YOKOHAMA	SHIWEI MARU	Jan. str.	—	—	JAVA-ORINA-JAPAN LINE	About 15th inst.
SHANGHAI	ORIENTAL	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	On 23rd inst.
SHANGHAI, MOJI & KOBE	KANAKURA MARU	Jan. str.	—	A. Kobayashi	NIPPON YUSEN KAISHA	On 8th inst., at 10 A.M.
ANTING & TAIKANG via SWATOW & AMOY	SOSU MARU	Jan. str.	—	—	BUTTERFIELD & SWIRE	On 8th inst., at 2 P.M.
SWATOW & AMOY	CHANGCHOW	Brit. str.	1 m.	—	DOUGLASS & CO.	To-day, at 2.30 P.M.
SWATOW, AMOY & FOCHOW	HAIMUN	Brit. str.	2 h.	A. H. Stewart	DOUGLASS & CO.	On 9th inst., at 2.30 P.M.
SWATOW, AMOY & FOCHOW	HAIMUN	Brit. str.	2 h.	J. W. Evans	DOUGLASS & CO.	On 13th inst., at 2.30 P.M.
SWATOW, AMOY & FOCHOW	HAIMUN	Brit. str.	2 h.	W. G. Parnham	DOUGLASS & CO.	On 8th inst., at Noon.
SWATOW, AMOY & FOCHOW	HAIMUN	Brit. str.	2 h.	J. Robertson	BUTTERFIELD & SWIRE	To-day, at 1 P.M.
SWATOW, AMOY & FOCHOW	HAIMUN	Brit. str.	2 h.	W. G. G. Leask	JARDINE, MATHESON & CO., LD.	On 8th inst., at 4 P.M.
SWATOW, AMOY & FOCHOW	HAIMUN	Brit. str.	2 h.	J. Walker	JARDINE, MATHESON & CO., LD.	On 10th inst., at 3 P.M.
SWATOW, AMOY & FOCHOW	HAIMUN	Brit. str.	2 h.	E. Bolle	JARDINE, MATHESON & CO., LD.	On 10th inst., at Noon.
SWATOW, AMOY & FOCHOW	HAIMUN	Brit. str.	2 h.	P. F. Polysson	JARDINE, MATHESON & CO., LD.	On 10th inst., at Noon.
SWATOW, AMOY & FOCHOW	HAIMUN	Brit. str.	2 h.	K. Murakami	JARDINE, MATHESON & CO., LD.	On 10th inst., at Noon.
SWATOW, AMOY & FOCHOW	HAIMUN	Brit. str.	2 h.	Okamoto	NIPPON YUSEN KAISHA	On 9th inst.
SWATOW, AMOY & FOCHOW	HAIMUN	Brit. str.	2 h.	Kawashima	NIPPON YUSEN KAISHA	On 10th inst., at 3 P.M.
SWATOW, AMOY & FOCHOW	HAIMUN	Brit. str.	2 h.	E. J. Todd	JARDINE, MATHESON & CO., LD.	On 10th inst., at Noon.
SWATOW, AMOY & FOCHOW	HAIMUN	Brit. str.	2 h.	P. A. Matthews	JARDINE, MATHESON & CO., LD.	On 10th inst., at Noon.
SWATOW, AMOY & FOCHOW	HAIMUN	Brit. str.	2 h.	Tomimura	JARDINE, MATHESON & CO., LD.	On 9th inst., at 7 A.M.
SWATOW, AMOY & FOCHOW	HAIMUN	Brit. str.	2 h.	W. D. Ritchie	JARDINE, MATHESON & CO., LD.	On 9th inst., at 7 A.M.

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI via SWATOW	"KWONGSANG"	Tuesday, 6th July, Noon.
MANILA	"LOONGSANG"	Tuesday, 6th July, 1 P.M.
MOJI and KOBE	"KUMSANG"	Friday, 9th July, D'light.
HOIHOW and HAIPHONG	"LOKSANG"	Friday, 9th July, D'light.
WEIHAIWEI and TIENTSIN	"CHIPSING"	Saturday, 10th July, Noon.
MAUSANG	"MAUSANG"	Saturday, 10th July, Noon.
SINGAPORE, PENANG & CALCUTTA	"YUENSANG"	Saturday, 10th July, 3 P.M.
MANILA	"YUENSANG"	Saturday, 10th July, 3 P.M.

RETURN TO SINGAPORE. The steamers "Kumsang" and "Loongsang" leave about every 3 weeks for Shanghai and Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time coupled 20 days. This service is supplemented by the "Yatsushiro" and "Kumano" and leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time coupled 6 days.

These vessels have all modern improvements and are fitted throughout with Electric Light. They are also fitted with the latest and most powerful engines. They are also fitted with the latest and most powerful engines. They are also fitted with the latest and most powerful engines.

For Freight or Passage, apply to
 JARDINE, MATHESON & Co., LTD.,
 GENERAL MANAGERS.
 Hongkong, 6th July, 1915.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking

Passengers and Cargo at Current Rates

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,
 AGENTS.
 Hongkong, 16th April, 1914.

Telephone No. 211.

Hongkong, 16th April, 1914.

Hongkong, 16th April, 1914.

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Hongkong, 16th April, 1914.

PACIFIC MAIL S.S. CO.

MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.

MONGOLIA 27000 tons MANCHURIA 27000 tons

KOREA 18000 tons SIBERIA 18000 tons

CHINA 12200 tons NILE 11000 tons

PERSIA 8000 tons

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

MONGOLIA.....Sailing TUESDAY, 20th July, at 1 P.M.

PERSIA (via Manila).....TUESDAY, 23rd Aug., at Noon.

KOREA.....TUESDAY, 10th Aug., at 1 P.M.

SIBERIA.....TUESDAY, 17th Aug., at 1 P.M.

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Morel, the world-famous chef. Large staterooms, equipped with electric fans, and running water. Berths catered. Large staterooms, equipped with electric fans, and running water. Berths catered. Large staterooms, equipped with electric fans, and running water. Berths catered.

The Safety and Comfort of Pacific is Our First Consideration

For further information, rates, literature, schedules, etc., apply to

R. O. MORTON, AGENT,
 KING'S BUILDINGS.

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VESSELS ON THE WERT

AMERICAN AND MANCHURIAN LINE

FOR NEW YORK via PANAMA.

THE Steamship

"WALTON HALL,"
 4,932 tons, will be despatched as above on
 WEDNESDAY, 7th July.

For Freight and further particulars
 apply to—

THE BANK LINE, LTD.,
 General Agents.

Hongkong, 8th June, 1915. [647]

REGULAR STEAMSHIP SERVICE.

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK via SUEZ CANAL

S.S. "SAINT RONALD,"
 on or about 6th July.

FOR NEW YORK, BOSTON via SUEZ

CANAL.
 S.S. "EGREMONT CASTLE,"
 on or about 13th July.

For Freight and further information, apply
 to—

DODWELL & Co., Ltd.,
 Agents.

Hongkong, 5th July, 1915. [336]

THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON,

BOMBAY, AUSTRALIA, ADEEN,
 EGYPT, MEDITERRANEAN
 PORTS AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI, MOJI, KOBE, KASHGAR and YOKOHAMA	Capt. H. N. Rivers, R.N.R.	Noon 6th July.	Freight and Passage.
SHANGHAI	Capt. A. L. Valentini	About 15th July.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	Capt. J. T. Jeffery	Noon 17th July.	See Special Advertisement
LONDON VIA USUAL PORTS OF CALL	Capt. H. N. Rivers, R.N.R.	Noon 30th July.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

Subject to immediate alteration without Notice.

For Further Particulars apply to—

E. A. HEWETT,

Superintendent.

Hongkong, 6th July, 1915.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SWATOW and BANGKOK	"CHANGCHOW"	On 6th July, 2 P.M.
SHANGHAI	"ANHUI"	On 6th July, 4 P.M.
YLOILO	"SUNGKLANG"	On 8th July, Noon
MANILA, CEBU and ILOILO	"TEAN"	On 8th July, 4 P.M.
SHANGHAI	"LIANGCHOW"	On 13th July, 4 P.M.
MANILA, CEBU and ILOILO	"CHINHUA"	On 13th July, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTA" and S.S. "SANUI"
MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation. Amplest of Extra State-rooms on Deck aft, on "TAMING" and "TEAN."
SHANGHAI LINE—TWIN-SCREW STEAMERS "ANHUI" and "CHANGCHOW," having excellent accommodation with Electric Light throughout and Electric Fans in the Saloons and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo or through Bills of Lading to all Yangtze and Northern China Ports.
These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Wosung.
For Freight or Passage apply to—

BUTTERFIELD & SWIRE, AGENTS.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light, Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying at 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIKUN"	Capt. A. H. Stewart	TUESDAY, 6th July, at 2.30 P.M.
"HAIKUN"	Capt. J. W. Evans	FRIDAY, 9th July, at 2.30 P.M.
"HAIKUN"	Capt. W. C. Pasmore	TUESDAY, 12th July, at 2.30 P.M.

Steamers will arrive at and Depart from the Company's Wharf (near Black Pier).
For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co., GENERAL MANAGERS.

Hongkong, 5th July, 1915.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

WESTWARD

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.
For Freight or passage, apply to

DAVID SASSOON & CO., LTD., AGENTS.

Hongkong, 29th June, 1915.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA VIA MANILA.

MANILA SCHEDULE (SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE	15th July.	On 22nd July, 11 A.M.
EASTERN	2nd Aug.	On 8th Aug., 11 A.M.
ALDENHAM	23rd Aug.	On 23rd Aug., 11 A.M.
ST. ALBANS		On 17th Sept., 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.
For further particulars, apply to

GIBB, LIVINGSTON & CO., AGENTS.

TOYO KISEN KAISHA.



SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Displacement Tons and Speed.	Leave Hongkong.
* NIPPON MARU	11,000—18 knots	TUESDAY, 13th July.
SHINYO MARU	22,000—21 knots	TUES., 27th July.
CHIYO MARU	22,000—21 knots	TUES., 24th Aug.
TENYO MARU	22,000—21 knots	TUES., 14th Sept.

* Via MANILA, Omitting Shanghai.

Steamer via Shanghai leaves at Noon. "Manila" at 10.30 A.M.

FIRST CLASS TO LONDON	£71.10	RETURN (6 MONTHS) £120.
" " " NEW YORK	£60.	" " £96.10.
" " " SAN FRANCISCO	£45.	" " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal MAIL Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, LOS ANGELES.

SALINA CRUZ, PANAMA, CALLAO, IQUIQUE AND

VALPARAISO.

THENCE BY

TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Sails
KIYO MARU	17,200—15 knots	Saturday, 10th July.

For Full Particulars as to Passage and Freight, apply to—

K. DOI, ACTING AGENT, King's Building.

TELEPHONE 291.

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MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

OUTWARD

For	STEAMER	To SAIL
SHANGHAI, KOBE AND YOKOHAMA (Without Transshipment)	POLYNESIEN	On 11th July.

HOMEWARD

MARSEILLES VIA SAIGON and PORTS (Without Transshipment)	POLYNESIEN	On 7th Aug., at 1 P.M.
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ALL STEAMERS FITTED WITH WIRELESS.

Weekly branch line from Saigon to Haiphong.

Branch line connecting every four weeks at Colombo, for Calcutta.

State Rooms 1st, 2nd and 3rd Classes.

Return Tickets to Europe available two years.

Return Tickets to Intermediate Ports available six months.

Special SUMMER Return Tickets (1st Class) for Japan to be used between 1st June and 31st October, 1915.

TO KOBE \$135. TO YOKOHAMA \$150.

For further particulars apply to

P. THOMAS, AGENT, QUEEN'S BUILDING.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

In Connection with

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY Co.

For VICTORIA AND TACOMA VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI AND YOKOHAMA

Steamer "TACOMA MARU" ... T. Hamada ... THURSDAY, 15th July, at 3 P.M.
These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

For BOMBAY, VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

Steamer "DAIREN MARU" ... S. Nemoto ... TUESDAY, 6th July, at Noon.
"CHOSEN MARU" ... S. Nemoto ... TUESDAY, 6th July, at Noon.

For TAMSUI AND KEELUNG VIA SWATOW AND AMOY.
Steamer "DAIJIN MARU" ... K. Murakami ... THURSDAY, 15th July, at Noon.

For ANPING AND TAKAO VIA SWATOW AND AMOY.
Steamer "SOSHU MARU" ... A. Kobayashi ... THURSDAY, 8th July, at 10 A.M.

FOR HAIPHONG (DIRECT).

Steamer "KEIJO MARU" ... IMAIZUMI ... SATURDAY, 10th JULY, 10 A.M.

These Steamers of Coast and Formosa Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Seen Yip Wharf (near the Harbour Office).
For FURTHER INFORMATION, apply to

H. YAMAUCHI, MANAGER.

Second Floor, No. 7, Queen's Building.

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NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES and LONDON VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	KAMO MARU Capt. Sh. Mura	16,000	THURSDAY, 15th July, at Noon.
	KASHIMA MARU Capt. M. Yagi	20,000	THURSDAY, 29th July, at Noon.
VICTORIA, B.C. and SEATTLE VIA KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	YOKOHAMA MARU Capt. Komatsubara	12,500	THURSDAY, 8th July, at 4 P.M.
	SADO MARU Capt. Asakawa	12,500	TUESDAY, 27th July, at 4 P.M.
SYDNEY and MELBOURNE VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. Takeda	9,000	FRIDAY, 16th July, at 4 P.M.
	HITACHI MARU Capt. Tomioka	11,500	TUESDAY, 17th August, at 11 A.M.
CALCUTTA VIA SINGAPORE, PENANG and RANGOON	HAKATA MARU Capt. Kawashima	12,000	FRIDAY, 9th July.
BOMBAY VIA SINGAPORE, MALACCA and COLOMBO	IYO MARU Capt. Okamoto	12,500	TUESDAY, 6th July.
KOBE	COLOMBO MARU Capt. Sakamoto	8,000	TUESDAY, 6th July.
SHANGHAI MOJI and KOBE	KAMAKURA MARU Capt. ...	12,500	THURSDAY, 22nd July.
NAGASAKI, KOBE and YOKOHAMA	HITACHI MARU Capt. Tomioka	11,500	FRIDAY, 16th July, 10 A.M.
SHANGHAI KOBE and YOKOHAMA	SUWA MARU Capt. Mura	21,000	TUESDAY, 13th July, at 10 A.M.

§ Wireless Telegraphy.

PASSENGER SEASON FOR 1915

FOR EUROPE.

Steamer	Displacement	Leave Hongkong
KAMO MARU	16,000 Tons	Thurs., 15th July.
KASHIMA	20,000 "	Thurs., 29th July.
MISHIMA	16,000 "	Thurs., 13th Aug.
SUWA	21,000 "	Thurs., 26th Aug.

FOR AMERICA.

Steamer	Displacement	Leave Hongkong
YOKOHAMA MARU	12,500 Tons	Thurs., 8th July.
SADO	12,500 "	Tues., 27th July.
AWA	13,500 "	Tues., 10th Aug.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER

TELEPHONE Nos. 292 and 194

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer leaves	Steamer to	Leave SHANGHAI	Leave HONGKONG	Connecting Steamer to	Due at MARSEILLES	Due at LONDON
YOKOHAMA	COLOMBO	about	about	MARSEILLES and LONDON	LES	LONDON
July 19	SARDINIA	July 13	July 17	MONGOLIA	Aug. 15	Aug. 22
	KASHGAR	July 26	July 30	MALWA	Aug. 28	Sept. 4
	MALTA	Aug. 9	Aug. 14	PERSIA	Sept. 11	Sept. 18
	NOVARA	Aug. 22	Aug. 27	MOREA	Sept. 25	Oct. 2
Sept. 13	SARDINIA	Sept. 5	Sept. 10	MALWA	Oct. 9	Oct. 16
	MALTA	Sept. 18	Sept. 23	ARABIA	Oct. 23	Oct. 30
Oct. 11	NOVARA	Oct. 4	Oct. 9	MOLDAVIA	Nov. 6	Nov. 13
Oct. 25	SARDINIA	Oct. 17	Oct. 22	KHIBER	Nov. 20	Nov. 27
				MEDINA	Dec. 4	Dec. 11

*Passengers change Steamers at COLOMBO.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES

The Fares to London and Marseilles are as follows:—

	1st Saloon	2nd Saloon	3rd Saloon	4th Saloon	5th Saloon	6th Saloon	7th Saloon	8th Saloon	9th Saloon	10th Saloon	11th Saloon	12th Saloon	13th Saloon	14th Saloon	15th Saloon	16th Saloon	17th Saloon	18th Saloon	19th Saloon	20th Saloon
LONDON	£70.	£40.	£25.	£15.	£10.	£7.	£5.	£4.	£3.	£2.	£1.	£1.	£1.	£1.	£1.	£1.	£1.	£1.	£1.	£1.
MARSEILLES	£56.	£32.	£20.	£12.	£8.	£5.	£3.	£2.	£1.	£1.	£1.	£1.	£1.	£1.	£1.	£1.	£1.	£1.	£1.	£1.

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES

PROPOSED SAILINGS:

STEAMERS	Leave Y.H.M.	Leave SHANGHAI	Leave H.K.	Leave S'PORE	Due at M'selles, if calling	Due at LONDON
	about	about	about	about	about	about
KASHGAR	July 19	July 26	July 30	Aug. 4	Sept. 6	Sept. 15
NORE	Sept. 13	Sept. 23	Sept. 27	Oct. 5	Nov. 5	Nov. 14
NANKIN	Oct. 11	Oct. 21	Oct. 27	Nov. 2	Dec. 1	Dec. 9
NYANZA	Oct. 25	Nov. 4	Nov. 10	Nov. 16	Dec. 15	Dec. 22

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO.

FARES TO LONDON:

1st Saloon £54 Single: £28 Return, 2nd Saloon £33 Single: £17 Return.

FARES TO MARSEILLES:

1st Saloon £40 Single, 2nd Saloon £26 Single.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

Owing to the War in Europe, Steamers and sailing dates are liable to be cancelled or altered without Notice.

For Further Particulars apply to—

E. A. HEWETT,

SUPERINTENDENT.

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